

MEMORIALS

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SEPTEMBER 10, 1927.

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PUBLIC OPINION AROUSED.

SECOND CANADIAN FLIGHT ABANDONED.

AMERICAN MONEY PRIZE NOW WITHDRAWN.

GERMANS WILL NOT TRY.

Owing to the number of fatalities attending the trans-Atlantic and other flights, public opinion has been aroused in Europe, the United States of America, Canada and Australia, and the general opinion is against these hazardous attempts being made, at least until the weather improves.

The second flight from Canada to England has been abandoned in deference to the urgent requests of the backers, and the German airmen who were planning crossing from Europe to America have postponed the attempt until next year. The Canadian Prime Minister forebids legislation against these flights.

In an interview, a prominent British air official declares that there is no likelihood of legislation preventing these attempts. He expresses the belief that for long distances the airship will be found the most practicable. He condemns the striving after achievements in flying at a period when the limit of human and mechanical effort has probably been reached for the time being.

There have been efforts to persuade the American millionaire, Mr. Levine, to abandon his project for a flight from England to America, but he declares that he will try it in a few days, with a British pilot, if the weather improves. Meanwhile, an American money prize for an east to west flight has been withdrawn.

MILLIONAIRE REMAINS STUBBORN.

St. John, Newfield, Sept. 9. Following the disappearance of "Old Glory" and the "Sir John Carling" the supporters of the "Royal Windsor" have advised the airmen not to take the risk of starting their Atlantic flight. In the meantime the airmen have returned to Harbour Grace to prepare to fly over the ocean at the spot where "Old Glory" is believed to have descended.—*Reuter's American Service.*

New York, Sept. 9. The "Royal Windsor" flight has been abandoned.—*Reuter's American Service.*

Nineteen Victims.

London, Sept. 9. The "futile" loss of gallant lives in trans-oceanic flights is prominently featured in this morning's papers which print photographs of nineteen recent victims of Atlantic and Pacific flights.

The well-known aircraft manufacturer Mr. A. V. Roe, in a letter to the *Times* says that in the near future huge metal flying-boats will traverse wide stretches of water with no risks, so why take risks now when a pilot can render greater service in other directions.

The *Manchester Guardian* demands an amendment of the anomalous regulations under which the Air Ministry is empowered to do no more than ascertain that a machine is not overloaded.—*Reuter.*

Australian Legislation.

Ottawa, Sept. 9. Mr. Mackenzie King, after a Cabinet meeting, foreshadowed the early introduction of legislation to stop hazardous air flight.—*Reuter's American Service.*

Prize Withdrawn.

Boston, Sept. 9. A purse of \$25,000, which was to have been given to the first fliers to land at Boston after a trans-Atlantic "hop" from Europe, has been withdrawn, and the money returned to the original contributors.

The trustees assign as a reason the unreasonable weather.—*Reuter's American Service.*

Levine Determined.

London, Sept. 9. Mr. Winkade, the technical expert of the Wright Aeronautical Corporation, has left London for New York, after a final attempt to persuade the millionaire, Mr. Levine, to abandon his trans-Atlantic flight this year.

He refused to give Mr. Levine a certificate of airworthiness for the "Miss Columbia," on account of the unfavourable weather.

Mr. Levine, interviewed, said that if the weather cleared by September 15, he and the British airmen Hinchcliffe would start their flight.—*Reuter.*

Germans Give Up.

Berlin, Sept. 9. Various German airmen who have been preparing for months past for flights to the United States from Germany, have decided to abandon their attempts this year, in view of the unfavourable weather.—*Reuter.*

Official Canadian Action.

London, Sept. 9. With the loss of the aeroplane "Sir John Carling" with the English men Captain Tully and Lieutenant Medcalf aboard, no fewer than three aeroplanes with their occupants have met with disaster during the past week in attempts to fly the Atlantic.

The other two machines are the British aeroplane "Saint Raphael," with Colonel Minchin, Captain Leslie Hamilton, and Princess Lowenstein Wertheim, and the American aeroplane "Old Glory," with the airmen Lloyd Bertaud and Hill, and the journalist Payne.

In view of this record, it is being strongly urged, both in Europe and America, that no more attempts should be made to fly the Atlantic this year, particularly as the chances of favourable weather have practically disappeared with the coming of September.

Messrs. Wood and Schiller, who are now at Harbour Grace, Newfoundland, have been appealed to by their backers and others not to go on with their project to fly to Windsor, England.

Mr. McKenzie King, the Canadian Premier, has intimated that legislation is likely to be introduced next session to prohibit flights across the Atlantic from Canada. He believes public opinion is opposed to such hazardous risks.

A British Opinion.

Lord Thomson, who was formerly British Secretary for Air, today gave his views on the subject to the *London Evening News*. He said, "I cannot see that anything is to be learned from further flights at present. It has already been proved that men are brave—but we knew that before. It has been shown that a plane can fly three thousand miles without stopping but it can do it just as easily above land."

Lord Thomson considered, however, that Atlantic flights could hardly be stopped by legislation. Men deliberately courted danger.

"I do not think land planes should be allowed to make the attempt at all. They do not give the fliers a chance if the machine comes down in the ocean. Every trans-Atlantic plane should be a seaplane. Wire-

less should be compulsory. To sacrifice all wireless equipment is the only way of calling for help

(Continued on Page 18.)

FATAL FIRE IN A WAREHOUSE.

LONDON GIRLS TRAPPED BY BLAZE.

EXCITING ESCAPES.

London, Sept. 9. Four were killed in a fire at the Film Waste Products, Limited, at St. Pancras. The back of the building faces Regent's Canal into which the girls whose clothing was afire sprang. Some were rescued by a passing barge.—*Reuter.*

"A Ball of Flame."

There were fourteen men and girls in the premises burned at St. Pancras.

Six girls were in one room singing at their work and winding films, when, in the words of a survivor, "a ball of flame like a great football seemed to burst, filling the room with a mass of flames."

Two of the girls near the door escaped, but the others were trapped in a back room, where their bodies were afterwards found.

Clouds of smoke poured out of the windows and flames shot up to the sky. As the adjoining wharves were filled with hay, straw, and timber, it was feared the whole street would be involved, but 20 fire engines quickly arrived on the spot, and soon controlled the blaze.

The flames and fumes nearly overpowered workers in an adjoining studio, belonging to the firm of Nogi, a Japanese lacquerer. They managed to scramble out of the windows and down a drain pipe. Some landed on the deck of a barge which boatmen pushed alongside when they saw the flames. Others swam the canal. Six were injured and sent to hospital.—*Reuter.*

EGYPTIAN COTTON CROPS.

FAVOURABLE REPORTS.

Cairo, Sept. 9. The percentage, compared with normal, of the cotton crop is: In Lower Egypt 92, in Middle Egypt 110, and in Upper Egypt 101.

The crop is ten days in advance of last year owing to the high humidity and heat.

The poor American cotton forecasts are raising the prices of Egyptian cotton.—*Reuter.*

PERSIAN FINANCES.

NEW ADMINISTRATOR APPOINTED.

New York, Sept. 9. The *New York World* learns that Mr. William Poland, the American director, has been appointed the Administrator General of Persia's finances, replacing Mr. Mill Spauld, who recently refused to renew his contract owing to a curtailment of his powers by the Persian Parliament.—*Reuter's American Service.*

LEAGUE MANDATES COMMISSION.

A GERMAN MEMBER.

Geneva, Sept. 9. At a private meeting of the League Council, Herr Ludwig Kastl, a prominent German industrialist, was appointed an additional member of the mandates commission, on the proposal of the Netherlands delegate.—*Reuter.*

OIL WELLS IN ARGENTINA.

TO BE NATIONALISED.

Buenos Aires, Sept. 9. The Chamber of Deputies has voted a Bill for the nationalisation of the petroleum wells, which will be worked exclusively by the State.—*Reuter's American Service.*

FLIERS LEAVE.

EARLY START FOR SHANGHAI.

OFF BEFORE 6.30 A.M.

Leaving the Kai Tak aerodrome at 6.25 this morning, the round-the-world aviators, Messrs. Brock and Schlee "hopped off" for Shanghai.

The full story of the arrival is told on page 2, and it only needs to be added that the tired aviators sent a night of quiet rest as the guests of the R.A.F. officers at the aerodrome.

Very early this morning they were ashore and the engine of the machine was given a short trial run after which the aviators took breakfast and prepared to depart. It was at about quarter past six when the pilots of "The Pride of Detroit" boarded their plane and there were several R.A.F. machines also "tuning up" on the ground. It had been arranged to give the fliers a send-off escort as a compliment to them on setting out for Shanghai.

A Good Start.

It was at 6.25 a.m. when the plane made a perfect get-away and soared over Kowloon Bay. The escorting R.A.F. machines also went up and, after the "Pride of Detroit" had made a circle in gaining the required altitude she turned her nose to the north and disappeared.

The distance from Hongkong to Shanghai is just over 850 miles and the fliers ought to make the northern port by about 3.30 this afternoon.

Future Plans.

According to plans when the aviators left here, they will go direct from Shanghai to Tokyo, and from there will make the long hop to Sand Island, in the Midway Islands, which is a distance of 2,450 miles. From Midway Islands they will fly direct to Honolulu, a distance of 1,400 miles; whence they will fly to San Francisco, which is another long and hazardous hop of 2,400 miles.

AUSTRALIAN LABOUR TROUBLE.

RAILWAYMEN SUPPORT STRIKERS.

GOVERNMENT'S FIRMNESS.

Brisbane, Sept. 9. The whole of Australia is anxiously following the developments in a Labour dispute in Queensland arising from the railwaymen's refusal to handle goods consigned to a sugar mill at South Johnstone, where a strike is in progress.

The Labour Premier, Mr. McCormack, has ordered the dismissal of all the members of the Railways Union who have declined to sign a new undertaking to obey the instructions of the Railway Commissioners, and the result of this is that the railways in Queensland have come to a complete standstill.

The Australian Prime Minister, Mr. Bruce, in a speech in Melbourne, expressed the opinion that the crisis was due to a comparatively few extremists, mostly foreigners, bawling on the Australian workers. He foreshadowed legislation to prevent disputes extending beyond the industries in which they originated.

The strike now shows signs of collapsing, owing to a split in the ranks of the railwaymen, several grades deciding to resume work.—*Reuter.*

SCHNEIDER CUP CONTEST.

AMERICA NOT TO PARTICIPATE.

Washington, Sept. 9. The Navy Department states that Lieutenant Williams has been advised that it will be impracticable to complete his embarkment to Venice in time to arrive for the Schneider Cup.—*Reuter's American Service.*

London, Sept. 9. The contest for the forthcoming Schneider Cup seaplane races at Venice will be an Anglo-Italian duel, as it is officially announced that Washington that Lieutenant Williams, the sole United States representative, will not participate.—*Reuter.*

A NEW ANTI-PIRACY BILL.

ABOLITION OF GRILLES ON SHIPS.

NEW REGULATIONS.

The abolition of grilles on ships for anti-piracy purposes and the complete repeal of the 1914 Piracy Prevention Ordinance and all the regulations in force under it is foreshadowed by the publication in the *Government Gazette* to-day of a new draft Bill which it is proposed to introduce into the Legislative Council on Thursday next.

It is explained that "this bill is one of the measures decided upon in consequence of the report of the 'Sunning' Piracy Commission. It repeals the Piracy Prevention Ordinance, 1914, and all the regulations in force thereunder."

"It inserts in the Suppression of Piracy Ordinance, 1868, power to make regulations for searches of vessels and persons, and any other regulations which may appear desirable for the purpose of preventing piracy. These regulations will all relate to things to be done or suffered within the territorial limits of the Colony, and the present scheme of bonds for the observance of 'various regulations outside the limits of the Colony will thus disappear."

New Regulations.

A draft of the proposed regulations to be made under Ordinance No. 1 of 1868, will be published shortly. It will be seen that they contain nothing to require the provision of grilles or any other structural arrangement in any ship.

The recommendations of the 'Sunning' Piracy Commission relating to guards are still under consideration.

Clause 3 of the bill proposes to repeal four sections in the Suppression of Piracy Ordinance, 1868, which appear to be unnecessary.

BROADCASTING TO THE EMPIRE.

B.B.C. TO EXPERIMENT.

The British Broadcasting Corporation in a statement says that the establishment of world-wide broadcasting, particularly to the Dominions and Colonies, has been a cardinal factor in the B.B.C. policy for the past four years, but there are difficulties still to be overcome.

A new series of experiments will be attempted in October. The inauguration of an Empire service will depend on the results of these.—*Reuter.*

FRENCH DEPUTY ARRESTED.

INCITED TROOPS TO MUTINY.

Paris, Sept. 9. M. Ducloux, the Communist Deputy who was recently sentenced by the Court of Appeal to eight months imprisonment and a fine of 500 francs, for attempting to incite troops to mutiny, but has not served his sentence, has been arrested at Tarbes.—*Reuter.*

MILITARY FUNERAL.

LAST RESPECTS PAID TO THE LATE COL. CHARLES HILL.

Shanghai, Sept. 9. The funeral of the late Colonel Charles Hill, of the U.S. Marines, who shot himself on Monday last took place this afternoon with very impressive military ceremonies. The body will be taken aboard the President Jefferson to-morrow for transport to Seattle.—*Reuter.*

TO-DAY.

Dollar on demand 1/11 9/16
Lighting-up 6.32 p.m.

Bulls and Inners

From the Office Butts.

Aspiring (and perspiring) After the exhibition game of writers of Bulls are reminded that all efforts must be addressed to "The Collectoreador" c/o Hongkong Telegraph.

Opponents of the greyhound racing craze naturally assert that the whole nation is going to the dogs.

Attention is drawn to a split infinitive in Mr. Lanepart's last letter. We trust that this will not tend to widen the breach between Theosophy and Rationalism.

It's grand weather for Chinese Generals—it blows hot and cold.

Now that some of our regiments have gone, we are looking forward to several auctions of plum and apple.

According to the *Telegraph*, the Hon. A. Lyttelton was the only wicket-keeper to howl with success against the Australians. After committing this howler the compositor responsible was bowled out.

The Far Eastern upset is being felt in India. They are now discussing legislation against Chinese yarns.

Darwin's home is being purchased for the nation. This news will be appreciated at the Zoo.

The wife of a local chess player complains of her husband having a knight out this week.

The Post states that Mr. Tachell was "Ship" at a recent bowling match. The compositor must have been on the Port tack.

The club member who was telling how he used to walk ten miles to work every morning and thought nothing of it, has a son who never thinks of it either.

McWhirter says Hongkong nowadays has no great men. Modesty can go no further.

Scots who have Wallace read, may do so again, commencing on Monday in the *Telegraph*.

An airdale is reported to have bitten a chair coolie on the Peak. A rather inconvenient place top.

Harbour Office reports indicate that there is a berib-berl large number of deck passengers affected by sleeping sickness.

An intelligence test for Hongkong: Make a statement which will make everybody laugh without causing someone to run to a lawyer.

We are invited by advertisement to inspect Moody's lingerie. Tut, tut.

We are informed that the meat balls, 60 of which were consumed by a New Jersey truck driver at one sitting, conformed to the maximum size under hotel rules.

Doctors are not entitled to charge wealthy patients more than poor ones, says a recent legal ruling. Millionaires will, in future, be subject to complications.

In spite of the fact that English girls are now taller, they don't last any longer.

"Have ye seen the pipers?" asked the Cameronian. "No." Is a scheme for fixing white lines on there any news? replied the Cockney.

Though stockings are always purchased in pairs, they seldom Wang-le.

Motto for Hongkong: "Bigger and better, except the taxes."

An ode to Kai Tak: "There, little rubbish pile, don't you cry, You'll fill a landing field, bye and bye."

Motoring note: The A.B.C. of safety: Always Be Careful.

"Reader: No, Homer has been named the race 'The St. Ledger,' dead for some time. You are was perhaps wiser than he knew, probably thinking of Babe Ruth.

A Kowloon Tong man wants to cold snap of Wednesday, resulted sell his Ford in exchange for 100 in a number of ladies saying they hence. Evidently seeking quietude, couldn't bare it.

Kowloon Note: The Mayor of Kowloon Tong we believe is short-ly to lose the services of his secretary. Interviewed, the Mayor refused to speak for publicity but it is surmised that the aforesaid official is a poor swimmer or, alternatively, the air of the district has proved too strong.

Two heads are better than one but not if on the top of quart jugs.

McWhirter says the way some Hongkong taipans break out, you'd think they'd got mental measles.

A Kowloon boarder tells us that the summer has been so hot that his landlady had to change his towel twice.

"You can't put an old head on young shoulders." Oh can't you? You watch out the next time you go motoring on a moonlight night.

That noise heard on the radio from Canton the other night must have been the dollar falling.

We've had no serious wash-outs this year. Let's hope we won't have one when the Budget is debated.

Talking about reservoirs, what about making Happy Valley one and being done with it?

This week's stray bat from the belfry: "Should landlords drink Tennants beer?"

Following Palmolive's lead, it is rumoured that the Standard Oil will give away a car of a certain type with every can of gasoline purchased.

According to the *Daily Press*, the Philharmonic Society are to produce "Trial by Jail." It appears to be a trying proposition.

Contrary to the general policy of co-operation against piracy, several government officials are associating themselves with one which is planned to take place on 1st October.

"Motoring is no longer a luxury" states a contemporary. With some cars it's little short of punishment.

One thing about modern girls. They're more wrapped up in themselves than clothes.

Husbands may have their better halves, but judging from a May Road flat, bachelors appear to have better quarters.

The newspaper heading "Club Problems" made us wonder whether any Easnia member could define the shortest distance between two pints?

With all these crossings, and attempted hops, some enterprising policeman is bound to think out a scheme for fixing white lines on the Atlantic.

It may be that this Nanking-Hankow reunion is not a political run that way.

They have had another lightning strike in Colombo. This is the kind of lightning that strikes twice in the same place.

They may settle this Canton levy of so many millions but apparently it is not every official who can bank on it.

With Booklaw winning the St. Leger, the poster writer who was named the race "The St. Ledger," dead for some time. You are was perhaps wiser than he knew, probably thinking of Babe Ruth.

Morning interchanges about the cold snap of Wednesday, resulted sell his Ford in exchange for 100 in a number of ladies saying they hence. Evidently seeking quietude, couldn't bare it.

TO-NIGHT — FIRST GRAND CARNIVAL OF THE SEASON

—BALLOONS, SERPENTINE, NOVELTIES—
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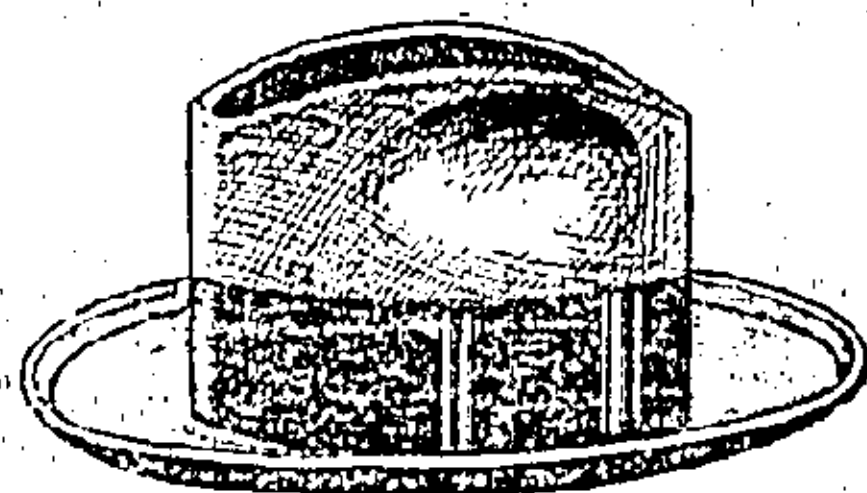
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WORLD FLIERS HERE

AFTERNOON ARRIVAL AT KAITACK.

The monoplane "Pride of Detroit" with the two daring flyers on board, Messrs. Brock and Schlee, arrived in Hongkong at 3.30 yesterday afternoon, making a beautiful landing at the Kaitack aerodrome where they were met by a number of Air Force officers. On landing their first words were that the engine had developed a slight fault, it becoming noticeable when the engine revolutions were decreased on landing. The two airmen immediately set about to discover the fault, scolding offers of food, drink and rest.

Some apprehension was felt in Hongkong yesterday morning when no definite news was forthcoming of the two intrepid flyers. Word had been received that they had arrived at Rangoon, but after that there had been no trace of them. Later in the morning, however, a message was received at the American Consulate here that instead of hopping off from Rangoon to Bangkok the "Pride of Detroit" had carried on to Hanoi, arriving there Thursday evening. The message added that they would leave Hanoi yesterday morning at seven o'clock for Hongkong and were expected here at mid-day.

It was thought that the estimate was somewhat on the optimistic side, but preparations were made at Kaitack to receive them and officials of the Asiatic Petroleum Company, who had charge of the arrangements for further supplies of oil and gasoline, went over to the aerodrome to await the arrival of the now famous monoplane.

British Planes Sent Up.

Meanwhile a British Fairey plane had been sent up from Kaitack to meet the flyers, this going into the air shortly after eleven o'clock. Meanwhile a number of Air Force officers and pressmen had assembled at the aerodrome but still there was no sign of the flyers. The British plane returned shortly before 2.30, the flying officer saying that he had seen nothing of the "Pride of Detroit." He reported that flying conditions were fair, there being some rain and slight wind. The plane, however, did not go far afield and manoeuvred in a radius of about thirty miles.

Shortly after this machine had landed and been housed in its hangar another similar plane went up with the object of carrying out a further search for the flyers and if necessary guiding them towards the aerodrome. There were several false alarms that the "Pride of Detroit" had been sighted these being given by officers in an attempt to relieve the monotony of waiting.

The Monoplane Arrives.

Suddenly a cry rang out through the aerodrome that the monoplane had been sighted and there was then a general rush to see if this latest alarm was false or true.

This was about 3.15. A speck was seen in the south west and moving rapidly nearer each moment it was soon discovered that it was a monoplane. The "Pride of Detroit" headed straight for the aerodrome flying at a fair height.

It circled right round, the pilot spying out the land and taking note of the wind direction signal which was flying from one of the aerodrome hangars. After circling right round the aerodrome the "Pride of Detroit" came over again and then, going towards the hills, turned and coming lower and lower made a beautiful landing, swooping down like a huge yellow bird.

A Beautiful Landing.

The plane ran almost to the far corner of the aerodrome, mechanics running out to meet her, and assisting in turning her towards the hangars. The mono-

TRADE RESTRICTION.

INFLUENTIAL DELEGATION APPOINTED.

London, Sept. 9.

The Government has appointed an influential delegation of customs experts and commercial advisers headed by Sir Sydney Chapman to attend the International Conference comprising members and non-members of the League, summoned to meet at Geneva on October 7 to frame an international agreement to abolish import and export prohibitions and restriction. —Reuter.

plane then taxied over the landing ground and stopped in front of the hangars. Then a little triangular door opened and a white clad figure was seen in a recumbent position inside the plane. This was Mr. Schlee, who had to virtually lie down to get out of the little door. Stepping on to the landing ground he was greeted by Squadron Leader Macpherson, of the R. A. F. Base, Capt. Robertson and many other Air Force officers who warmly congratulated him on his flight. Mr. Brock then slid out of the plane and he was also most warmly welcomed.

"Something Wrong."

Not a cheer was raised when the plane landed—another instance of the reticence which characterises the British. The general public was not allowed on the aerodrome at this time, and naturally there was a comparatively small crowd present to witness the arrival of an aeroplane which has made sensational progress on a world flight.

The first words of Mr. Brock were: "There is something wrong with the engine." Speaking to his companion he said he had noticed it when the plane was coming down—the hum of the engine betraying to his expert ear some slight fault.

A steady drizzle began to fall, but the flyers decided to work in the open although the Air Force authorities asked if they would like a hangar placed at their disposal. Mr. Schlee supervised the taking on board of the supplies of petrol which had been landed at the aerodrome from an A. P. C. launch. The petrol used was Shell Aviation, this being employed by the flyers throughout the whole trip. They took on board 185 gallons. The wing tanks were first filled, this being quickly accomplished.

Both showed some concern regarding the rain which was falling, and the danger of getting water mixed with the petrol. The rain, however, was very slight and no damage was done. After the wing tanks had been filled, the lubricating oil tank which is located immediately behind the nine cylinder engine and just in front of the pilots, was drained and replenished with Valvoline oil which is being used throughout the flight. Between ten and fifteen gallons of oil were taken on board.

His Excellency Present.

The "Pride of Detroit" is of striking yellow colour and has very graceful lines. Her name is painted on either side in black letters while another name "Miss Waygo" appears on the under wing. This was the name by which the machine was known when she won the International Air Tour in America this year.

His Excellency, the Governor, accompanied by Lady Clementi and Miss Clementi arrived at the aerodrome shortly after five o'clock. His Excellency being heard to remark to one of the Air Force officers that the two Americans had done extremely well. After an inspection of the machine and a chat with the acting American Consul, His Excellency left the aerodrome by motor car.

Mr. Schlee was furnished with photographs and plans of the

JAPAN AND CHINA.

AGITATION BREAKS OUT AGAIN IN THE NORTH.

Peking, Sept. 9.

The agitation in Manchuria against the Japanese continues. The Kirin and Fengtien Chambers of Commerce and other public bodies are wiring protests and sending delegates to Peking, Chinese and Japanese officials express surprise at the agitation, declaring that it is due to a misunderstanding. They emphatically reiterate that the reports that Japan has developed a new aggressive policy in any way comparable to the Twenty One Demands, is untrue.

There appear to be two main causes for friction, namely that the Chinese object to the establishment of a Japanese consulate at Linkiang and that the Japanese are opposed to the opening of railways competing with the S.M.R.

Chang Tso-lin is understood to have promised Baron Yoshizawa to take the necessary measures to prevent the recurrence of demonstrations. Yang Yu-tung, See Tiao and Baron Yoshizawa will discuss the situation this afternoon. —Reuter.

race course at Shanghai, and it was also suggested to him that a good landing place would be found at Kiangwan, although with this being in Chinese territory there was the possibility that Chinese troops might be in the vicinity. Mr. Schlee asked what flying conditions were like between Hongkong and Shanghai and it had to be confessed that no one at the aerodrome had ever flown from the Colony to the northern port.

Mr. Schlee was also furnished with details concerning landings at Tokyo.

While they worked the two airmen answered questions put to them by the officers present, but no attempts at lengthy conversation were made, the determination of the two to concentrate on the engine being realised.

It had been decided to moor the plane on the landing ground during the night, and mechanics drove the necessary moorings into the ground and made the monoplane safe. When work on the engine was finished it was washed with petrol and the covers put on. Both were apparently satisfied with their work as no test was made with the engine running.

At about 6.30 work was completed and both airmen then accepted further offers of food and rest. They were escorted to the officers' mess and after a brief rest and a little refreshment agreed with the suggestion that they should remain at the aerodrome during the night. They expressed their intention of leaving at dawn to-day for Shanghai.

FLYER'S OWN STORY.

NON-STOP FLIGHT FROM RANGOON TO HANOI.

Interviewed by an S. C. M. Post representative at the aerodrome last evening, Mr. Brock said: "We left Rangoon at 6.15 on Thursday morning and arrived at Hanoi at 6.15 the same night. We had a bit of trouble in the mountains. At seven o'clock this morning we left Hanoi and arrived in Hongkong at 3.25 p.m."

When we left Rangoon the clouds were very low and it was raining, but there was scarcely any wind. The engine was running sweetly and everything was splendid. We intended to land at Bangkok but as we had made such good time on this uneventful trip we decided not to land there. We therefore passed over Bangkok but unfortunately took no note of the time.

We made for Hanoi but as it turned very cloudy, we were com-

OBITUARY.

TRAGIC DEATH OF A MISSIONARY.

Rev. Ivan D. Ross, formerly a missionary in China, who was deputising on the Guernsey Wesleyan Circuit, was found dead with his throat cut on St. Martin's Cliff, Guernsey, on Aug. 11. Mr. Ross was to have taken up an appointment shortly at Llangollen, North Wales. He was the son of a Wesleyan minister, and about 40 years of age. Graduating at Cambridge, he entered the Wesleyan ministry in 1912, and immediately went out under the Wesleyan Methodist Missionary Society to China. He was first on the staff of the Wesley College, Wuchang, and on the foundation of the Central China University, Wuchang, three years ago, he was transferred to this institution. He left China owing to ill-health before the present troubles became acute, and visited his wife's home in Australia, with their two children, before coming to England. His health had recently considerably improved.

LABOUR LEADER MURDERED.

HEAD OF SEAMEN'S UNION STABBED.

Canton, Sept. 9.

An important officer of the Seamen's Union was murdered at noon to-day on the Tai Ping Ma-loo. The Seamen leader, named Li Sai-man was stabbed by an unknown assassin in the head shortly after he walked out from the Union Office in the Ka Nam Building, and collapsed on the corner of the Bund and the Tai Ping Road.

It is reported that the steamers Kwongtai and Kwongli of the C. M. S. Navigation Co., have been commandeered by the Government for transportation of troops to Swatow.

pelled to fly low and had a hard time getting over the mountains in the fog and rain. Although we had head winds on this part of the journey the engine was running beautifully.

We had a difficult job winding around the mountain passes as the low lying clouds forced us down. We were so low at times that only fifteen or twenty feet separated us from the mountain tops but we were never at any time in danger of having to make a forced landing. It is true, however, that we had to turn round a couple of times and go back and take another shot at it.

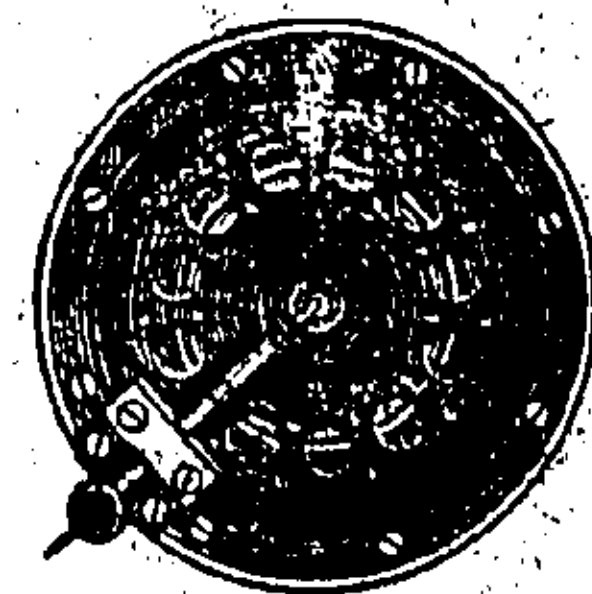
By flying over Bangkok, it took us somewhat out of our way but nevertheless we found we had enough time and gas to go further so we didn't come down.

Clouds and Rain.

After arriving at Hanoi, after exactly twelve hours flying, we found that the engine required no attention and so we were fortunate enough in having a good night's rest. We left Hanoi this morning at seven o'clock in fairly clear weather but afterwards we flew into clouds and met rain with head winds which reduced our speed to eighty miles per hour, which did not compare very favourably with the 110 miles per hour which we attained when crossing the Atlantic.

So far as Hongkong is concerned we had no difficulty in finding the aerodrome. Nothing was radically wrong with the engine. We had a "dry" magneto but we wanted to go over the engine generally. Everything is in perfect order for the resumption of the flight to-morrow morning. Asked who was the pilot of the machine, Mr. Brock said he was the pilot and Mr. Schlee the mechanic. They both took turns at the pilot controls, however, and both did the same amount of actual flying.

SOMETHING NEW!



THE

Symphonic PHONOGRAPH REPRODUCER

Will Make Your Old
Gramophone Play Like
the New Ones Now on
the Market.

Price \$16.00, Take
One Home and Try.
Your Money Back if
not Satisfied!

at

TSANG FOOK PIANO COMPANY.

8, Des Voeux Road Central
(Entrance Ice House Street.)
Telephone C. 4648.

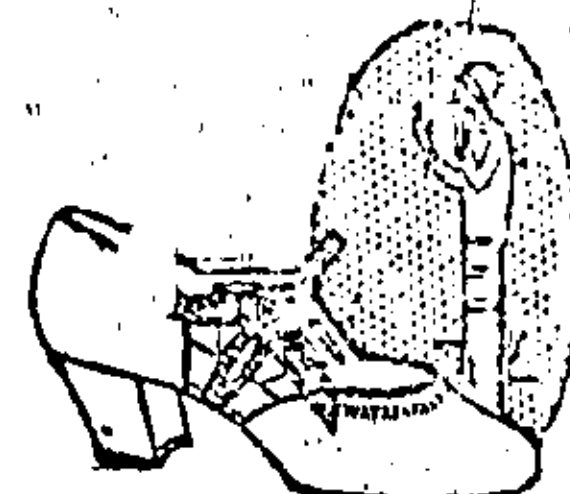
Established 1912.

THE

ROYAL

SHOE STORE.

Ladies' Dancing and
Walking Shoes.
also Ladies' Skin Shoes



MAD TO ORDER
Export Fit and Good
Workmanship.

No. 1, D'Aguiar Street,
Opposite Yee Sang Fat Co.
Telephone Central 3237.

METALS

of all kinds, especially for ship-
building and engineering work.
Complete stock. Best Terms.
Prompt delivery.

SINGON & CO.

ESTABLISHED A.D. 1888

HING LUNG'S

100, Central Avenue, 515.

MRS. MOTONO

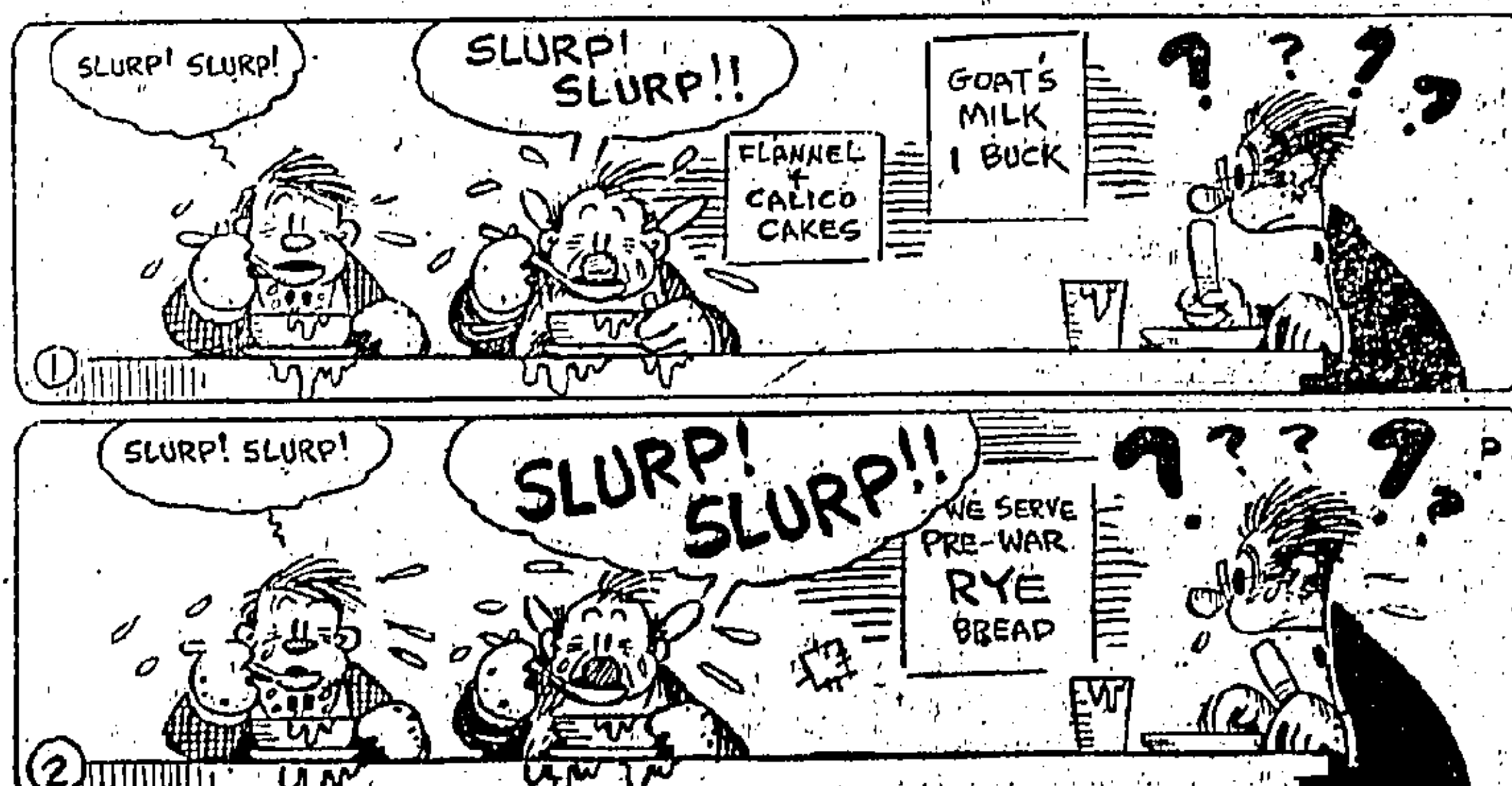
Hand and Electric MASSAGE

No. 21B, Top Floor Wyndham St.
Hongkong.

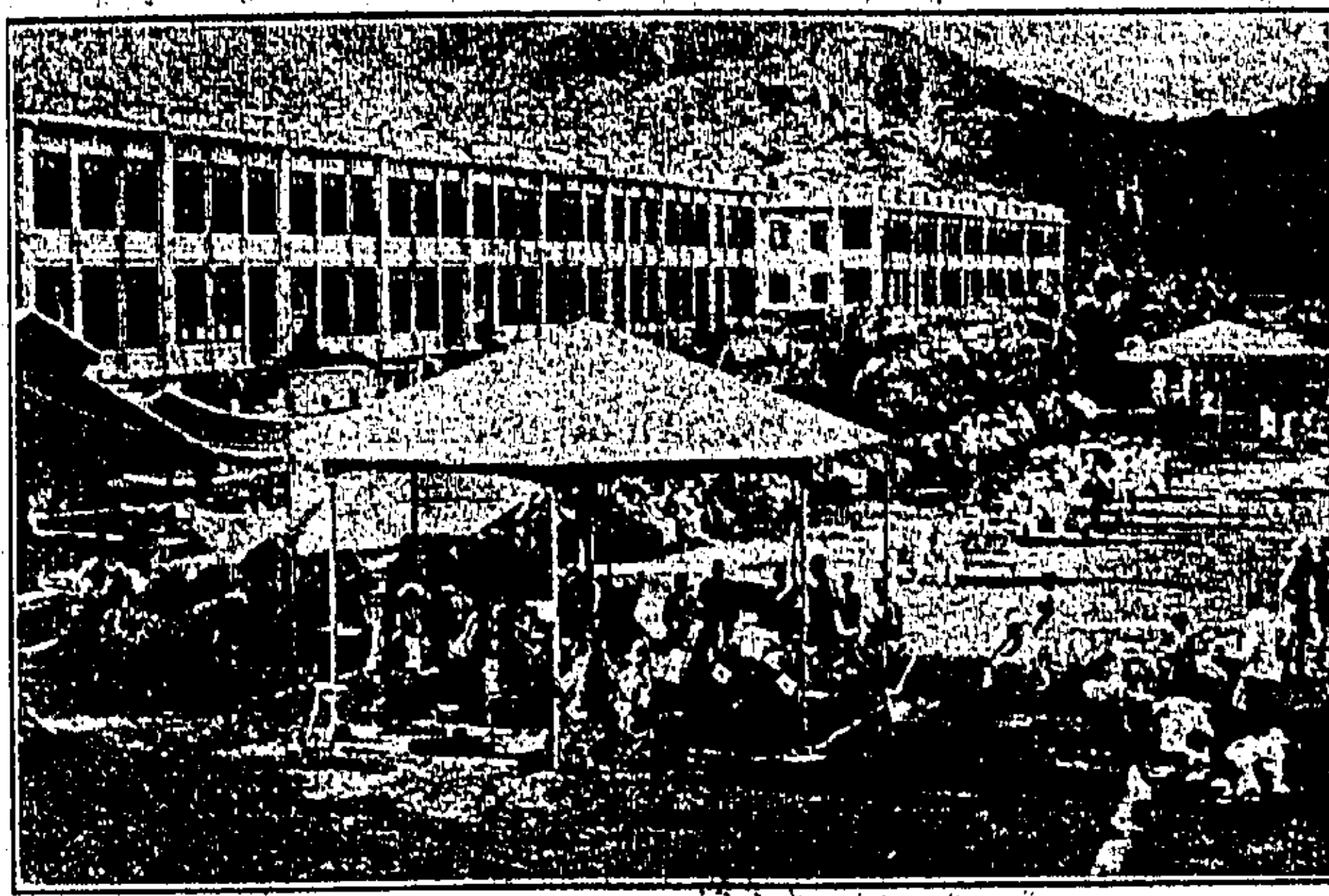
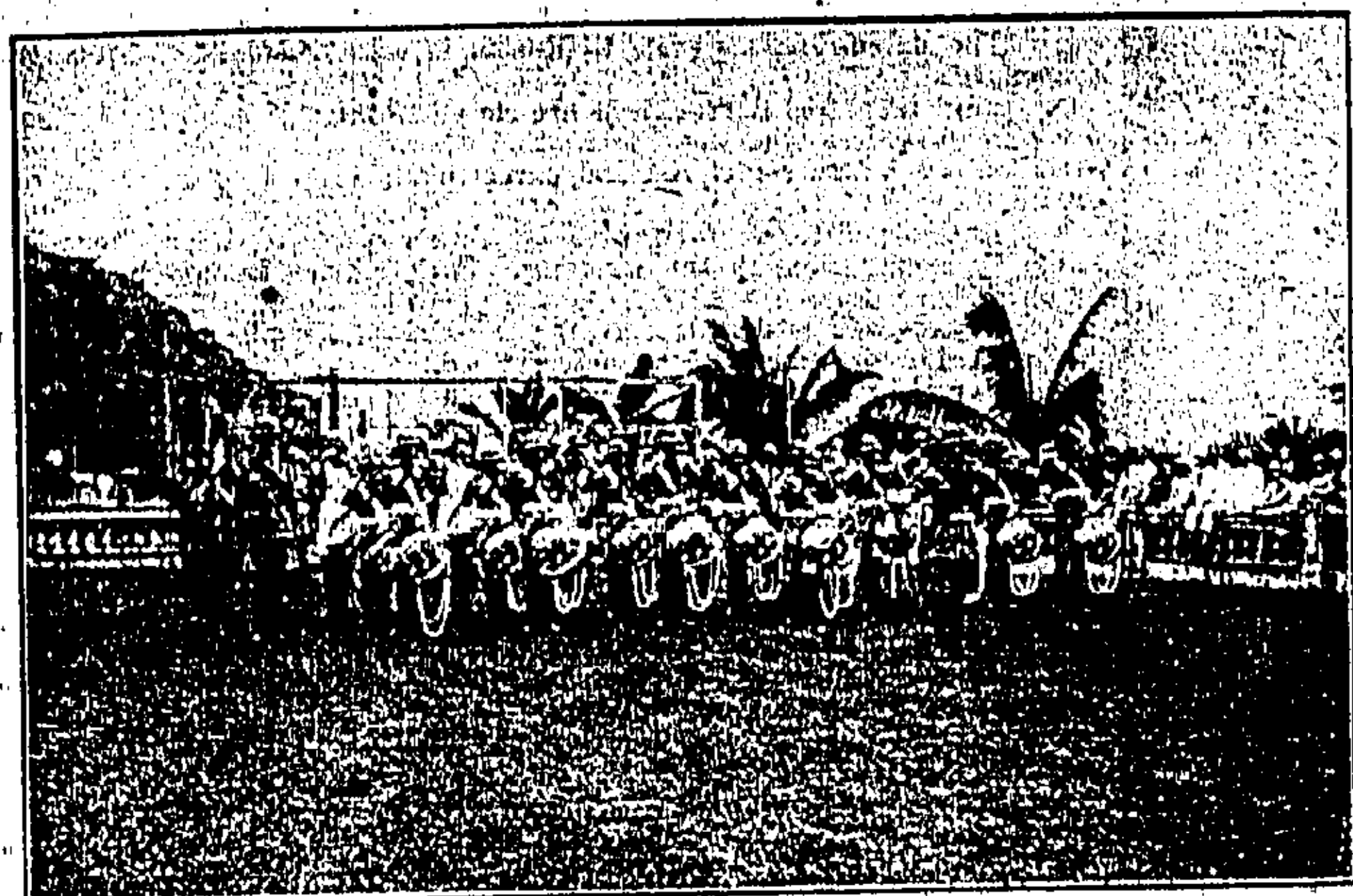
SALESMAN SAM

He Takes the Derby

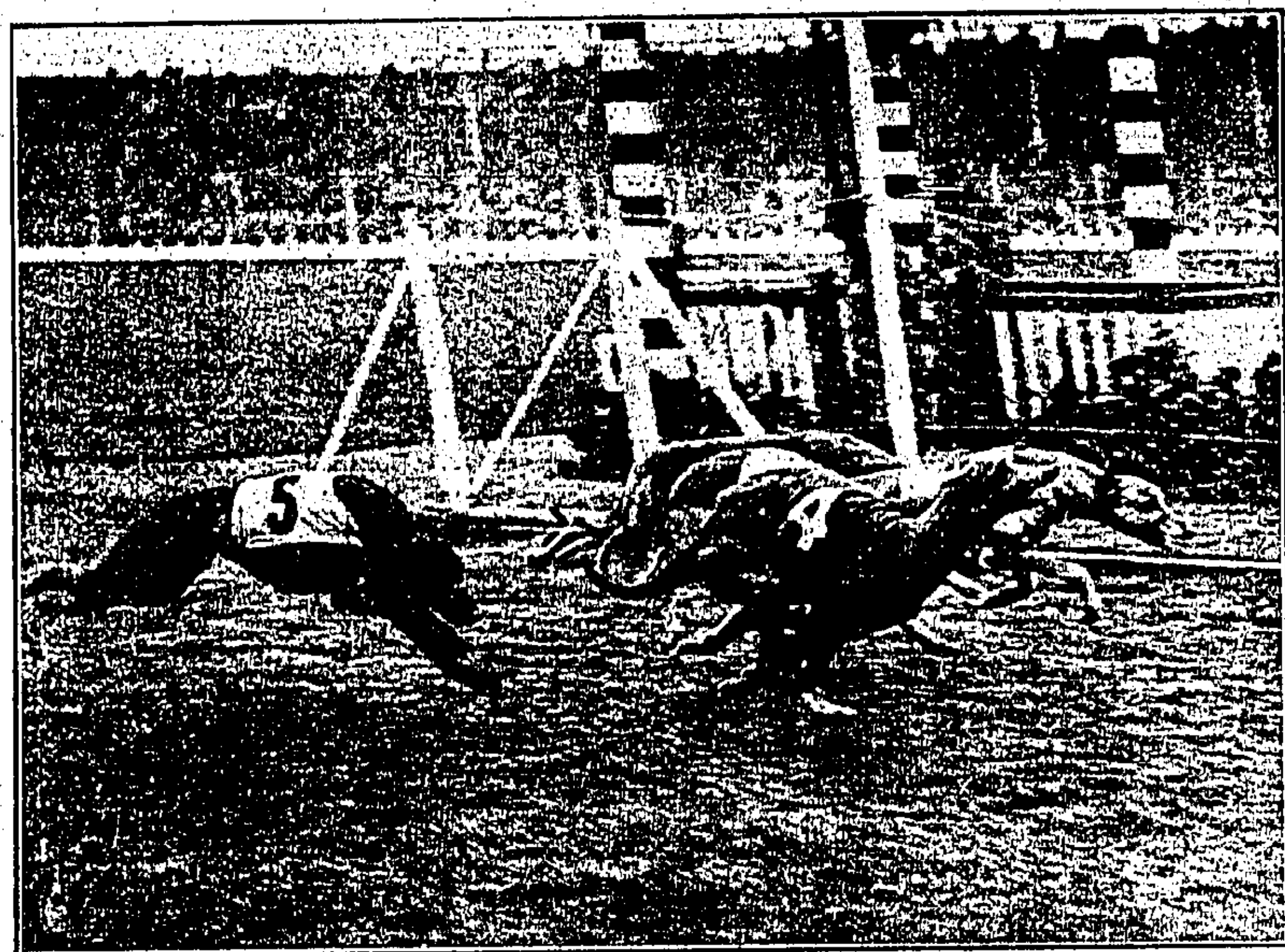
By Small



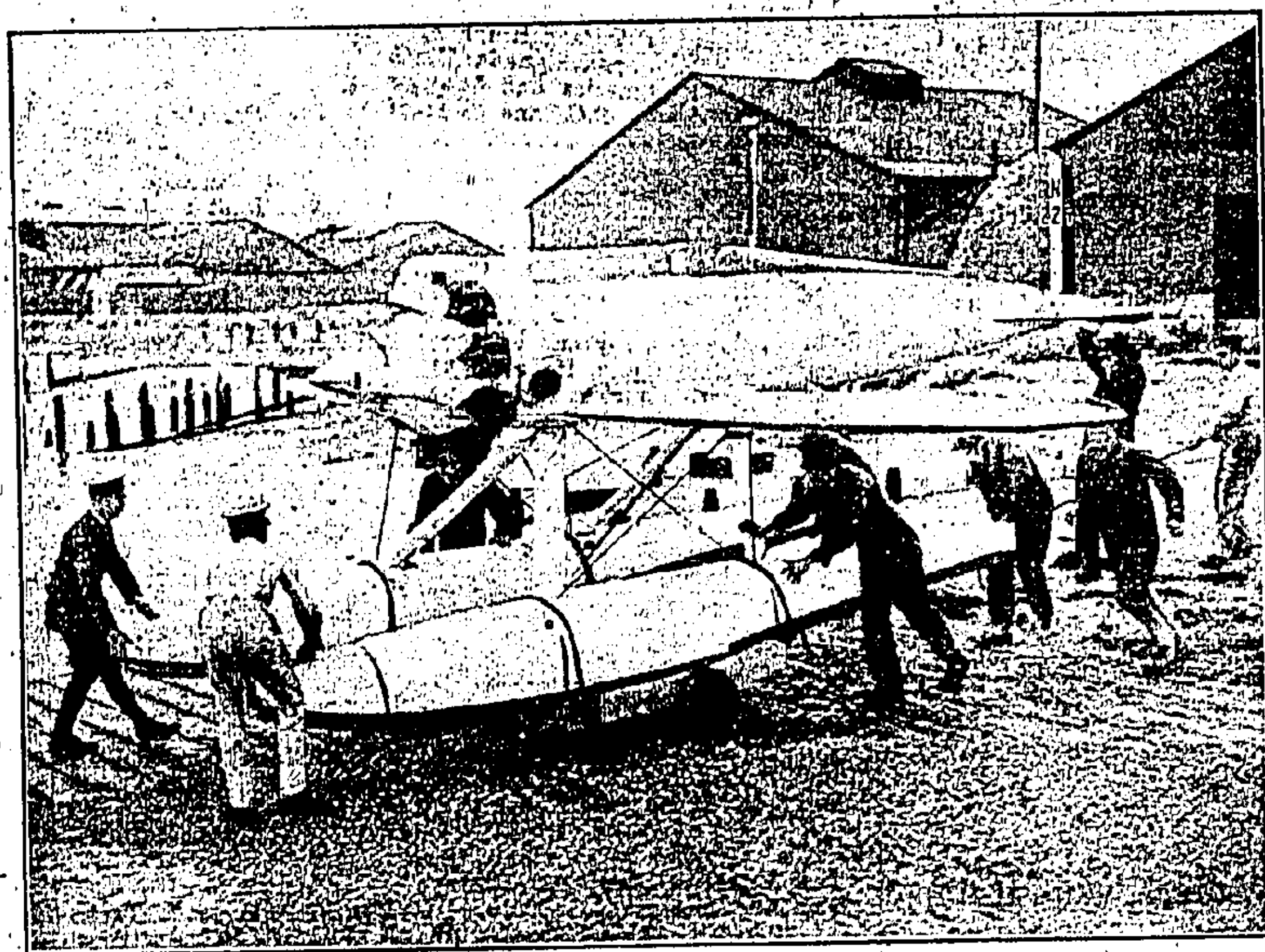
If you would see your
children grow stronger
each day—become
rosy, plump and
full of life—try
**SCOTT'S Emul-
sion**, the mother's
friend! Ask for
SCOTT'S EMULSION



The above pictures were taken at the Kowloon Dock Bathing Beach on Sunday last, and show, on left, the full military band and drums of the 1st. Batta, Queen's Royal Regiment, and, on right, the scene on the terrace during the concert.



A fine illustration of speed caught by the camera showing greyhounds straining every nerve and muscle to get the better of each other during an exciting race at the White City, London.



For her team to attempt to carry off the Schneider Trophy for seaplane racing this year Great Britain has three different types of machines. The Crusader seen above is an air-cooled engine.



A pretty wedding took place at St. Joseph's Church, Shanghai, on Saturday, August 20, when Miss Mary Leonie Storer, youngest daughter of Dr. and Mrs. Storer of Liverpool, was married to Mr. G. Wilfred Cockburn, of Shanghai.



At Christ's Church, Sutton, Lt. Col. J. Forbes Robertson, V. O. D.S.O., M.C., of the Gordon Highlanders, was married to Miss H. Forster, R.R.C., youngest daughter of Sir R. C. Forster, Bt. The bridegroom was awarded the V. C. for conspicuous bravery in commanding his Battalion during heavy fighting. Our photo shows the bride and bridegroom under an archway of swords held by officers of the bridegroom's regiment.



The scene of the sensational collapse of part of the huge Commercial Union Assurance Building opposite the Royal Exchange in Cornhill, London. On the adjoining site excavations for new bank premises were proceeding, and into the cavity a great slice of the building crashed with a thunderous roar, with the result seen in the picture.

Scott's



The proof of the real value of a **Scott's Hat** is the satisfaction it gives.



Newest Bond St. styles now showing.

Sole Agents for Hongkong:

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS.

Alexandra Building.

Des Vaux Road.

CARBOLINE

DISINFECTING FLUID

A TRUE GERMICIDE, DISINFECTANT AND ANTISEPTIC, BEST AND CHEAPEST. "A PERFECT PURIFIER."

SOLD BY

The Colonial Dispensary.

14, QUEEN'S ROAD CENTRAL HONGKONG.

Buy

PURICO

THE UNEXCELLED COOKING FAT

PURE PROVISIONS, LOWEST PRICES

TRY US FOR ALL FRESH & PRESERVED FOOD STUFFS—AND EVERY OTHER HOUSEHOLD WANT, INCLUDING COAL.

Deliveries to all parts of the Colony daily

SANG LEE

FAIR—DEALING COMPRADORES

NEW PREMISES Steven's Building 69, Des Vaux Rd.

TEL. C. 192.

TEL. C. 192.

WHITEAWAYS

GENT'S OUTFITTING DEPARTMENT. PYJAMAS.

THE "CEYLO" PYJAMAS

The "Ceylo" Pyjamas just the weight for present wear. Cool Comfortable and absorbent. Neat stripes.

STANDARD

VALUE PRICE.

\$5.50 Suit.



SPLendid ASSORTMENT OF NEW GOODS, CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in selling your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 203, 210, 216, 226, 248, 259

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

LOST.

LOST near City Hall: night 5-9-27, liver and white Pointer bitch. Finder will be rewarded on returning to W. G. Harrison, Central Police Station.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—Furnished house on Peak for 4½ months perhaps longer. Apply Box No. 262, care of "Hongkong Telegraph."

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Half share in Matched available Repulse Bay. Inquirers kindly furnish telephone number when writing. Address: Post Office Box 484.

TO LET.—European FLATS, 29A and 29B, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET.—Bright and airy OFFICE single rooms or suites 3rd Floor Prince's Buildings. Cheap rental. Immediate occupation. Apply to The Union Trading Co., Ltd., York Building.

TO LET.—Large Shipping Offices in Connaught Rd., Central, Nos. 17 and 18, first floor; Nos. 15 and 16, second floor; Nos. 16, 17, 18 and 19, third floor. Please apply to S. K. Trust Ltd., 29, Connaught Road, Central.

FOR SALE.

FOR SALE.—SEXTANT by Ainsley, South Shields, for sale. Bargain at \$60.00. Apply Box No. 261, care of "Hongkong Telegraph."

FOR SALE.—Black Teak furniture of nine-roomed Peak house including three porcelain baths and fittings for disposal; specially made only four months ago. Suitable for small hotel or private house. Also additionally, furniture of three-roomed Hongkong flat. Earliest fair offer accepted. Flats, houses and rooms available from time to time, furnished or unfurnished, Hongkong and Kowloon. Houses for disposal in excellent localities on part cash and instalment basis. Tel. C.4630, Hongkong Small Investors.

NEW ADVERTISEMENTS.

NOTICE.

4th Extra Race Meeting. 1927. Saturday & Sunday, 10th & 11th September, 1927. The above is postponed until further notice.

By Order, S. W. Cheng, Secretary.

EX-ACTIVE SERVICE MEN'S ASSOCIATION. (1914-1918).

BATHING PICNICS.

The regular Bathing Picnics of the above Association will be held to-morrow (Sunday). Launch "MAN SANG" will leave Queen's Pier at 3 p.m. sharp.

NOTICE.

NOTICE IS HEREBY GIVEN that from this date our address will be:—

China Building, (Sixth Floor), TSANG FOO & CO., Hongkong, September 8, 1927.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Sixth Extra Race Meeting to be held on Saturday, 8th October, 1927, and Monday, 10th October, 1927, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

Entries will close at twelve o'clock noon on Saturday 24th September, 1927.

THE NORWEGIAN AFRICA AND AUSTRALIA LINE.

THE MOTORSHIP.

"TENNESSEE"

will load ON OR ABOUT 15TH SEPTEMBER.

For ORAN, MARSEILLES, BARCELONA, ANTWERP, ROTTERDAM, HAMBURG, and SCANDINAVIA. Cargo for RED SEA PORTS may also be accepted.

THE STEAMER.

"TANA."

will load for above mentioned ports about END OF SEPTEMBER.

The ships can also take some first-class passengers. Conference terms.

For further particulars apply to:—

THORESEN & CO., LD., Agents.

HONGKONG & KOWLOON TAXICAB CO., LTD.

IN LIQUIDATION.

Tenders are invited for the purchase of the following as they now stand in storage:—

20 Citroen Taxicabs recently overhauled and in good condition.

20 Citroen Taxicabs requiring small repairs.

Large quantity of used spare Taxicab Body and Engine Parts, Wheels, etc.

Also large quantity of New Citroen Spare Parts costing approximately \$15,000.00.

Inspection can be arranged on application.

Tenders, accompanied by Deposit of 5% of offer, will be received up to 15th October, 1927, and should be addressed to the undersigned.

JOHN FLEMING, C.A.

Liquidator, Lowe, Bingham & Matthews, Hongkong.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.



IT'S QUALITY THAT COUNTS

FUN O' THE FAIR.

SEND YOUR WHITE ELEPHANTS, PLEASE!

The Military Branch of the Hongkong Women's Guild and Ministering Children's League are arranging

A WHITE ELEPHANT STALL.

at LEE GARDENS.

On 1st October, 1927.

Everyone has a White Elephant. One Man's Meat is another Man's Poison.

Everybody's loved by someone. Your White Elephant may be just what your Neighbour pines for.

Send your white Elephant as soon as possible to

Mrs. R. A. F. ROBINSON, Helena May Institute.

HONGKONG CLUB.

NOTICE.

The Seventh Yearly Drawing of the Hongkong Club (1920 issue—\$500 each) was held in the Club House on THURSDAY, the 8th September, 1927, when the following Debentures were drawn for redemption:—

26	280	434	545	721
160	303	447	636	780
214	332	484	651	789
274	347	499	664	838

and will be payable at the Hongkong and Shanghai Banking Corporation on Friday, the 30th September, 1927, in exchange for surrender of same.

By Order,

A. H. ABBAS,

Acting Secretary, Hongkong, 8th September, 1927.

HONGKONG CLUB.

NOTICE.

In terms of Debenture Conditions Nos. 12, 13 and 14, the Drawing of 20 Additional Debentures (1920 issue—\$500 each) was held in the Club House on THURSDAY, the 8th September, 1927, when the following Debentures were drawn for redemption:—

19	234	351	609	726
33	261	480	623	745
147	271	515	655	806
224	341	566	691	831

These Debentures will be payable at the Hongkong and Shanghai Banking Corporation on Saturday, the 31st March, 1928, in exchange for surrender of same.

By Order,

A. H. ABBAS,

Acting Secretary, Hongkong, 8th September, 1927.

CHURCH NOTICES.

Thirteenth Sunday After Trinity.

TO-MORROW'S SERVICES.

St. John's Cathedral, Hongkong, September 11th, 1927. 13th, Sunday after Trinity. Holy Communion, 8 a.m. Choral Matins, 11 a.m. Preacher: Rev. W. T. Featherstone. Evensong, 6 p.m. Preacher: Rev. C. I. Blanchett.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Substances" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Wesleyan Methodist Church, Queen's Road East, Wanchai (near Royal Naval Hospital) Sunday, September 11th, 1927. Morning Service, 10.15. Subject: "The Silence of Jesus." Evening Service, 6 o'clock. Subject: "Bored." Preacher at both services Rev. J. C. Knight Anstey, Sailors' and Soldiers' Home, Arsenal Street. Sunday: 3.00 p.m. Mr. May's Bible Class. 8.15 p.m. Chaplain's Hour. Monday: 3.00 p.m. Ladies' Church Aid Meeting.

LAMMERT'S AUCTIONS.

G. R. PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on

TUESDAY, WEDNESDAY

and THURSDAY,

the 20th, 21st and 22nd

September, 1927,

At H.M. NAVAL YARD, Hongkong, and at KOWLOON NAVAL DEPOT, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES.

&c., &c., &c.

Comprising:—

Air Purifying Plant, Money Chests, Sewing Machine, Cutter, Oars, Punching Machine, Old Lead Battery Plates, Rotary Pump and Hoses, Boats Sails, Electrical and Wireless Telegraph Fittings, Glycerine, Old Electric Cable, Cooking Stoves, Iron Mattresses, Commodities, Water Closets and Pans, Deck Rims, Hydraulic Jacks, Table Covers, Carpets, Rugs, Mats, Sofas, Sideboard, Tables, Chairs, Old Steel Files, Blankets, Matting, Fold-up Lavatories, Camp Beds, Curtains, Overcases, Glazed and Unglazed Tiles, Leather and Metallic Hoses, Metallic Voice Piping, Old Canvas Tubing, Old Cordage, Old Coir Mats, Canvas Bags, Canvas Rags, Old India Rubber, Old Leather and Dentine, Tanned Rags, Old Woollen Rags, Old Hessian, Old Cork, Cocoa Nut Matting, Asbestos Packing, Old Twill, Old Fenders, Old Iron Drums, New Canvas Cuttings, Old Scrap Brass, Iron and Steel, Old Scrap Brass, Copper Lead, Zinc, White Metal, Gun Metal, Brass Boring Zinc Bottoms and Zinc Ashes, Copper and Brass Tubes, Wood and Iron Blocks, Lamps, Lanterns, Locks, Tackle Hooks, Thimbles and Miscellaneous Ship Fittings, Spring Balances, Gauges, Old Steel Tubes, Old Steel Plates, Old Steel Shovels, Old Glass, Plate Glass, Old Steel Wire Rope, Dirty Mineral Oil and Oil Fuel, Chain Cable and Gear, Fire Engine, Davits, Compasses, Tube Expanders, Watches, Navy-phones, Binoculars, Clocks, Old Cable Drums, Air Pipes and Breast Ropes, Old Bunting, Wood Casks, Firewood, Sponge Baths, Sponges, Anvils, Vices, Propeller, Old Steel Tools, Screwing Machines, Protective Mattresses, Circulating Pumps, Motors of sorts, Associated Engines, Circular Saws, Plate Planing Machine, Motor Pumps, Refrigerators, Engine Steel, Ebonite Old, Aircraft Floats, Aeroplane Wheels and Propellers, &c., &c.

Lots may be inspected on Monday, 19th September, 1927.

LAMMERT BROS.

By Appointment Auctioneers to the Admiralty, Hongkong, 6th September, 1927.

PUBLIC AUCTION.

BY ORDER OF THE OWNER.

Public Auction of the undermentioned Valuable Properties Situate in the New Territories in the Colony of Hongkong. New Kowloon Inland Lot No. 53 on which is situated the Tai Wan Glass Factory. This Lot is situate at Kowloon Bay.

A Fish Pond situate at New Kowloon Inland Lot No. 8 in the New Territories.

Lot Nos. 5908 and 5918 in Survey District 1 in the New Territories (Agricultural Lots).

to be sold by

PUBLIC AUCTION.

on THURSDAY,

the 15th September, 1927,

at 3 o'clock p.m.

in Four Lots.

by

Messrs. LAMMERT BROS., Auctioneers,

at their Sales Room, No. 8, Duddell Street, Hongkong.

For further particulars and conditions of sale apply to:—

Messrs. HASTINGS, DENNIS

and BOWLEY,

Vendor's Solicitors,

8, Des Voeux Road Central,

or to

Messrs. LAMMERT BROS., The Auctioneers,

No. 8, Duddell Street, Hongkong, 19th August, 1927.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 12th September, 1927,

commencing at 11 a.m.

At No. 2, Kimberley Villas, Corner of Nathan Road and Kimberley Road, Kowloon.

A Quantity of Valuable Household Furniture,

comprising:—

Teak Glass Cabinet, Writing Desk and Bookcase, Newly Covered Rexine Chesterfield Couch and Armchairs, Carpets, Rugs, Ceiling Fan, Table Fan, Pictures, Sideboard with Bevelled Mirror, Dinner Wagon, Dining Table and Chairs, Bedstead, Double and Single Wardrobes, Dressing Tables, etc.

and

One Porcelain Bath.

One "Singer" Treadle Sewing Machine.

One Yacht Piano by Anderson Music Co.

One Victrola and Stand.

Catalogues will be issued.

On View from 10.00 a.m., Sunday, the 11th September, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from the Registrar, the Supreme Court, to sell by Public Auction,

on MONDAY,

the 12th September, 1927,

at 2.30 p.m.

on the Premises.

The Goods and Chattels of Marie Flint, J. L. Durand, The Europe Asia Trading Co. and The Cafe Restaurant Parisien of No. 12, Pedder Street, Ground Floor and Rear Portion of First Floor.

comprising:—

Dining Tables, Dining Chairs, Nice Carpets and Rugs, Oil Paintings, Pictures, Electric Ceiling and Table Fans, Table and Bracket Lamps and Fittings, Cutlery, Crockery, Glass Ware, Linen, Ice Chests, Blackwood Ware, Wines, Liqueurs, Typewriters, Adding Machine, Mimeograph Machine, Desks, Safes, Filing Cabinets, Clocks, Teak and Glass Partitions, Fixtures and Fittings, Dresses and Materials, Hats, Trimmings, Hand Bags, etc., etc.

also

One Baby Grand Piano.

and

One Kelvinator.

Terms:—As Customary.

LAMMERT BROS., Auctioneers.

CONSIGNEE NOTICE.

OCEAN STEAM SHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"EURYLOCHUS"

From UNITED KINGDOM and

CONTINENTAL PORTS via

STRAITS.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th September. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 16th September will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 30th September or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong September 10, 1927.

POST OFFICE NOTICE

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended. Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

Parcels for places in Manchuria will now be accepted for transmission at sender's risk. It is to be noted that parcels are liable to delay, and that the service may be suspended again at any time.

RADIO NOTICES.

Radio Telegraph Service are now in operation between Hongkong and the following places:—French Indo-China, province of Yunnan, Canton, Swatow, Kowloon, Macao, Kwongchow, Fort Bayard, Wuchow, and Hoihow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	Per	Due
Europe via Negapatam, papers only		
London 11th August	Alipore	September 11.
Manila	Pres. Grant	September 11.
Manila	Emp. of Asia	September 12.
Calcutta and Straits	Laisang	September 12.
U.S.A., Honolulu, Japan and Shanghai	Pres. Harrison	September 12.
U.S.A., Honolulu, Japan and Shanghai	Pres. Lincoln	September 12.
U.S.A., Honolulu, Japan and Shanghai	Shinyo Maru	September 13.
Australia and Manila	Aki Maru	September 15.
Shanghai	Devanha	September 16.
Straits	Hakone Maru	September 18.
Canada, U.S.A., Japan		

CHINA'S MINERAL WEALTH.

GOLD AND SILVER ARE LACKING.

UNDEVELOPED FIELDS.

There are two erroneous popular conceptions of China's mineral resources. According to the one, the Celestial Empire is a country without minerals, being even obliged to import gold and silver for monetary purposes, writes Mr. D. H. Scheffler in the *Far Eastern Review*. According to the other, China abounds in most of the useful and precious minerals, only the superstitious convictions of her people having prevented their development. Although there is truth in both these extremes, yet both are perhaps equally far from the facts, especially if we except a few minerals which have not been found in China. Thus there remains a considerable medium ground, making it possible for the Chinese to possess mineral resources well worth considering. Indeed, save for this fact, the western nations would have been less eager to secure concessions in the Celestial Empire.

True, the Chinaman is pre-eminently a tiller of the soil. Brought up in the Confucian cult of simplicity and frugality, he inclines to regard the exploitation of mineral riches as something verging on theft. Accordingly, if ores cropped out at the surface in his country, they belonged to the sovereign. But China's rulers utilized copper especially for coinage purposes, a fact attested by the monetary vogue of this metal in the Celestial Empire throughout forty-five centuries. As for salt and iron, these were government monopolies long before the Christian era; and Chinese history records many edicts against the creation of private metallurgical enterprises, the last having been in 1850.

So, despite China's valuable resources, the meagre development of her mining establishments should occasion no surprise. Nor in this respect has the government particularly favoured its own citizens. To be sure, in mining matters as in those regarding railways, commerce and industry, foreigners have been held in check by means of rigid restrictions and a formidable administrative inertia.

Notwithstanding such unfavourable conditions, a few mining concessions were granted to foreigners in the years prior to the Boxer disorders of 1900. Similarly, some native enterprises were created. But nowhere did results fulfil expectations. As if to crown disappointment, the Chinese government issued in 1914 a complicated mining decree, which the foreign ambassadors at Peking refused to accept but which China has never consented to modify substantially in their favour.

Coal in Abundance.

At present China's most important mineral is unquestionably coal. Although iron is fairly plentiful, the industry has made little progress, due especially to the dispersion of deposits and unsettled political conditions. So far as may be judged by explorations, China is relatively poor in copper, lead and zinc. The same holds of silver, extensively used as money. But on the other hand, no country can compete with her to advantage in the antimony and tungsten markets. Well known are the rich tin deposits in the province of Yunnan. Very promising, too, are China's resources in bismuth and manganese.

The chief coal-producing centres are situated in the north-eastern provinces of Chihli, Manchuria and Shantung. The yearly output of the first two amounts to some six million tons each and Shantung produces about two million. Hard coal is found mainly in Shansi and Honan to the west and southwest of Shantung. Though the cost of extraction does not come high, there is a long distance between the mines and centres of consumption, a handicap aggravated both by inadequate transport facilities and by present political disorders. Small wonder that anthracite coal should cost \$35 or \$40 a ton at Shanghai. China's coal output, which totalled 14,000,000 tons in 1913, had by 1924 expanded 25,000,000 tons. Approximately 40 per cent. is furnished by two foreign companies, each sharing about equally.

The logical complement of coal is iron. Such ore, embedded in quartz, is found abundantly in southern Manchuria. It is mined notably by the Japanese company that runs the southern Manchurian railway. Whether such companies be purely Chinese or jointly Chinese and Japanese, 60 per cent. of the ore is shipped to Japan, a fact which leaves only 40 per cent. for utilization at home.

BAD TIMES FOR "STORYTELLERS."

CAMPAIGN AGAINST WIRELESS.

It is reported that financial trouble has fallen upon the Oriental story-teller, that picturesque figure from the "Arabian" and so many other "Tales," round whom in past days crowds of attentive listeners rallied at the cafes and bazaars, since his circle of admirers is gradually evaporating into thin air. In Asia Minor the story-tellers are practically faced with starvation, and have formed a trade union against their worst enemy—broadcasting!

After the opening of the large radio station at Angora, which transmits its news into the interior of the country, not even the small villages want to listen to the story-tellers, who now demand that the fees for subscribers to broadcasting be considerably increased. They particularly request that a high tax should be levied on cafes, Turkish baths, and harems, where listening to news by broadcasting is gratuitous.

Ancient Copper Mines.

The history of copper in China might almost be identified with the history of the celestial empire's money. Deposits of the metal were always sought with eagerness, though only to be abandoned after a short period of exploitation, owing to lack of scientific equipment. The copper mines best known to-day, or at least the most promising, are those in Yunnan and in Szechwan, provinces in the western part of the country. Surprisingly enough, China's present copper output is even inferior to that of the eighteenth century. Whereas at that earlier time it totalled 6,000 tons a year, to-day the yield amounts to, scarcely eight hundred tons annually. Private enterprises have existed only since the revolution of 1912. Experts affirm that most of China's abandoned copper mines would give good returns if they were worked with up-to-date machinery.

As for zinc and lead, many deposits are known in China, though all are relatively unimportant. The best are situated in the southern provinces of Hunan and Yunnan. Those in Hunan worked since 1911, have since doubled their yearly output of zinc, bringing the figure to 20,000 tons, with half as much lead. So far as known, silver deposits are insignificant. China's production of this precious metal for 1916 was estimated at a little more than one ton; indeed, it has never exceeded fifteen tons in a year. Nor is the Chinese production of gold really larger, since that for 1916 attained only four tons, a figure which has latterly decreased. The best exploitations are those which treat the auriferous sands in the north. To be sure, important gold deposits are known to exist in the Altai mountains and in Mongolia, but they must await stable political conditions.

Antimony is found the most plentifully in Hunan, though the deposits farther south and west, in Kwangsi, are also excellent. China's annual production of this metal has increased from three tons in 1908 to 18,000 in 1925, or 50 per cent. of the world's output. On the contrary, her production of tin shows a decline, the figures for 1917 and 1924 being, respectively, 11,000 and 6,500 tons.

Leads in Tungsten.

With in the last decade China has become the world's chief producer of tungsten. Whereas in 1915 her output was insignificant, by 1918 she contributed 10,500 tons of the 35,800 produced, and in 1922 her share was 70 per cent. of the total. The metal exists in at least four of the southern provinces. And in essentially those same regions is to be found manganese. The Chinese made their first experiments with this metal in the Hanyang steel mills about twenty years ago. Since then various manganese deposits have been discovered. The ore is of an exceptionally rich content, averaging from 40 to 45 per cent. At present China's production amounts yearly to some fifty thousand tons.

I might mention yet such metals as mercury and bismuth, but their meagre importance would not justify the space. Of one mineral, however, I must speak. It is petroleum, the product which has latterly attracted foreign powers. While it is reasonable to expect the discovery of vast petroleum deposits in China, thus far prospectings have proved disappointing. Those made in 1914 by the Standard Oil Company in the province of Shansi led to no prospecting. True the Chinese government works a few wells, though their yield is mediocre. More

PARSEE RITES IN LONDON.

MR. SAKLATVALA'S CHILDREN INITIATION

STRANGE CEREMONY.

The council chamber of Caxton Hall Westminster, was the scene of the strangest ritual that can ever have taken place within its walls, reports the *London Daily Chronicle*.

The five children of Mr. Shapurji Saklatvala, the Communist M.P., were initiated into the Parsee religion before a large gathering of Socialists and co-religionists of Mr. Saklatvala.

Such rites have only once before been performed in this country.

Until they had been through this initiated ceremony Mr. Saklatvala's children, whose ages ranged from eight to 19, had not the right to call themselves Parsees. The ceremony had been delayed longer than is usual in the average Parsee family because Mr. Saklatvala only recently became aware it could be done outside India. The ceremony took nearly an hour, each of its various stages being symbolical. Mr. Saklatvala's two daughters, Dhunbar and Jivanbai, were first initiated.

Sacred Vest.

After being bathed they entered the hall clothed in white silk trousers, coloured skull caps, white muslin shawls and black sandals. Seating themselves on a platform covered with a white sheet at the feet of the officiating priests, who were clad entirely in white robes, prayers in Avesta, one of the dead Persian languages, were chanted over them.

Rising to their feet, they then discarded their muslin shawls and donned the sudra, or sacred vest, which is never again discarded, night or day.

Then, turning their backs on the priests, they held in their hands the kushti—sacred thread—a strong white cord.

The cords were then tied round their waists and knotted in a peculiar fashion by the priests. Coconut and rice were sprinkled on the girl's heads, followed by the branding on the forehead with a spot of tilly, a thick reddish paste which glows between the eyes.

Incense in Silver Urn.

The initiation of the boys was on similar lines, only their clothes differed. They wore white trousers of khadder cloth—a material hand-woven and advocated by Gandhi—and black skull-caps.

Throughout the ceremony sandalwood and incense burned in a silver urn as a good omen for the future. At the conclusion of the ceremony the young Parsees had garlands of flowers hung about their necks, and were sprinkled with rose water from a silver bottle on a silver tray.

The reason for the ceremony is explained in a letter which Mrs. Saklatvala, the English wife of Mr. M.P., addressed yesterday to Mr. R. R. Desai, an Indian merchant in London, who performed the ceremony. She wrote:—

I thank you and your friends for your valuable assistance to-day with all the pride of a mother at seeing her children take their place in the society in which they are born.

I feel particularly happy that, despite the peculiar and difficult circumstances of my case, it has been made possible for me to redeem my pledge to my late lamented father-in-law that his grand-children be brought up within the fold of their fathers and remain a part of his family and his community.

A curious feature was the provision of a new set of clothes for each of the children, as, in accordance with the rites, the old clothes could not be worn again until the day after the ceremony.

promising are some deposits discovered recently by the Japanese in southern Manchuria. Notwithstanding past disappointments in this regard, experts have not abandoned their dreams of making rich petroleum finds in the celestial empire.

For the present, however, China's complicated mining laws discourage foreign syndicates. For her distrust of foreign capitalists the foreign powers should blame chiefly themselves, since they have always sought to encroach. Nor is it logical to expect much in the near future much change in China's attitude. But when the political factions conclude peace, the Chinese government will probably realize the wisdom of granting more reasonable concessions. Such a change could not fail to stimulate the development of China's mineral resources.

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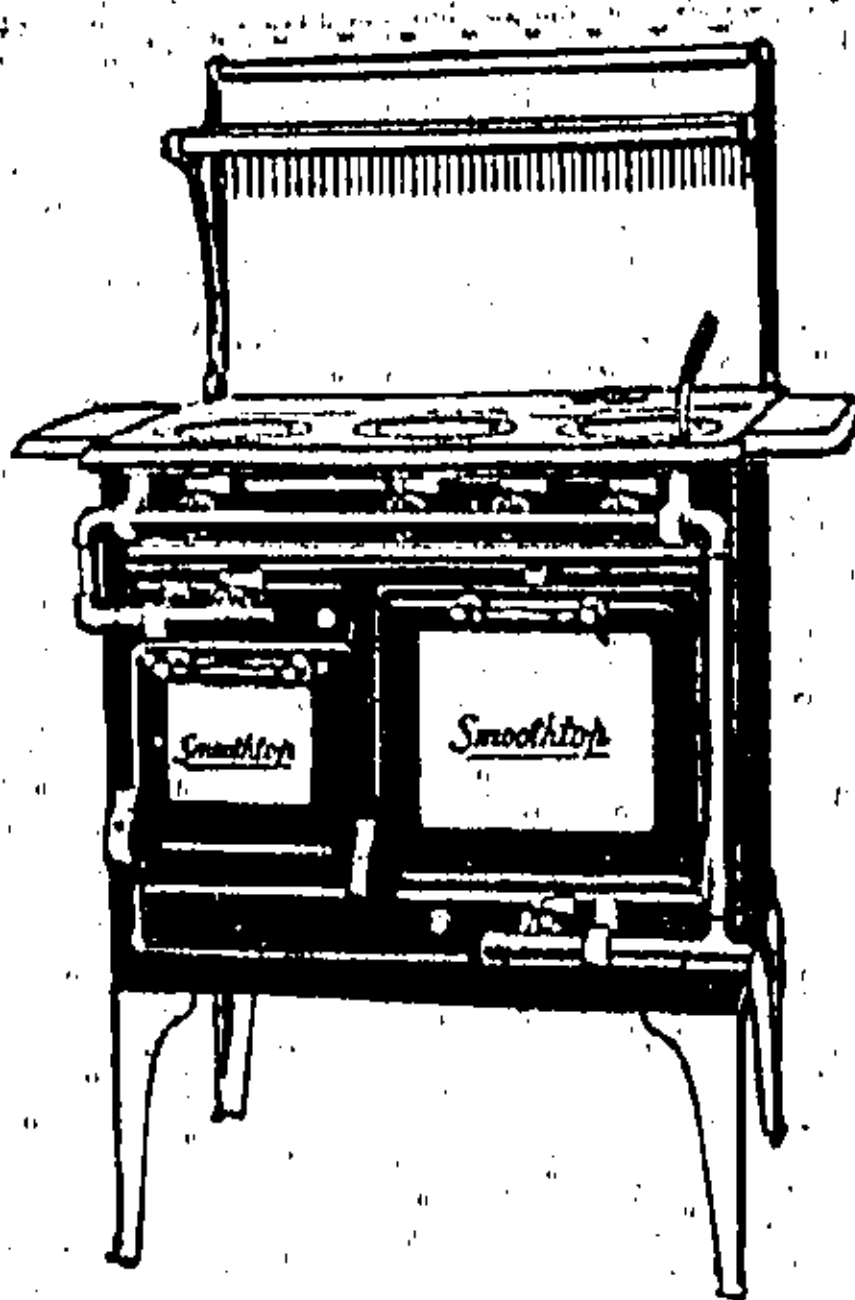
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STRANGE SIGNS OF THE CROSS.

GERMAN PEASANT GIRL'S
STIGMATA.

CHURCH HOLDS AN INQUIRY.

Writing from Berlin on August 6, the London Morning Post correspondent states:
A case of stigmata appearing in a peasant girl of Konnersreuth in the Upper Palatinate has for over a year attracted thousands of pilgrims and tourists from all parts of Germany. Several pamphlets have been written about the mystery, and from time to time articles have appeared about it in the German newspapers. Interest has now been increased as the Catholic Ordinary of Regensburg has deemed it advisable to form a committee of inquiry into this singular case.
Therese Neumann, who is 29 years old, is the eldest of ten children of a poor tailor in Konnersreuth. As a child she was normal and healthy. In the spring of 1918, while she was helping to extinguish a fire which had broken out on the farm of her employer, she had a serious accident, by which she was completely paralysed. In 1919 she went blind. Although four doctors were called to her bedside, no satisfactory diagnosis was established. In the spring of 1923 she regained her eyesight; in May, 1925, she regained possession of her limbs. According to her story, the first healing took place on the anniversary of the beatification of her namesake, Teresa, and the second on the anniversary of her canonisation.

Wounds That Bleed.

Since Good Friday, 1926, moreover, Therese Neumann has borne stigmata not only on her hands and feet, but also on the left breast, and her forehead is said to show marks of the crown of thorns. All her wounds, and also her eyes, are said to bleed every Friday. At these times the peasant maid has visions, and describes ecstatically all the incidents in the story of the Passion. In the midst of these descriptions she is said to break out suddenly into Aramaic, and expert linguists are reported to have visited her bedside and confirmed the correctness of her speech. It is asserted that Therese Neumann has not eaten for several months; only with the greatest difficulty is she able to swallow daily a part of a consecrated wafer dissolved in a few drops of water. Notwithstanding the extraordinary details which this story contains, a Roman Catholic priest who is a Professor of Theology and has studied the matter assured me that the case should be taken in all seriousness. He told me that it was a fact that the Bishopric of Regensburg had sent two Franciscan nuns to Konnersreuth, who had watched Therese day and night for the last few months, and confirmed accounts of her prolonged fast. He told me that the Catholic community could pronounce no opinion as to whether the case were nervous or supernatural until the Ordinary of Regensburg had completed its inquiry.

Modern Parallels.

The feature of stigmata has been known from the very earliest days. The usual occurrence is for the marks of the nails and the thorns of the crucified Christ to appear on the body either in the form of patches or in the form of actual blood. Throughout the centuries there have been numerous reported cases, one of the most famous being that of St. Francis of Assisi, in whose case the miracle of stigmata was solemnly confirmed by two separate Popes of the Thirteenth Century. There are records of varying value of some 150 cases of stigmatisation which vary from the mere reddening of the surface to actual bleeding.

The question presents considerable difficulty. On the one hand there is the evidence of the Church, which at times, at any rate, has taken the view that the appearances are marks of special Divine Grace. On the other hand, it is common knowledge that such marks can be produced by a physician—through suggestion—or by self-hypnosis. The body tissue may be so altered by self-hypnosis that the blood suffuses through the pores and penetrates just those parts of the body to which the subjects has directed attention.

Three Notable Cases.

Of modern parallels to the case reported, the most remarkable, all in the Nineteenth Century, are those of Katherina Emmerich, Maria von Moril, and Louise Lateau. Maria von Moril was said to have experienced the passion of Christ in her own body, and on Corpus Christi Day, 1833, she lapsed into an exultant ecstasy that became famous in the Catholic world. Nearly 40,000 people saw the spectacle. As Louis Satow has stated: "By means of autosuggestion the wounds caused by the nails in Jesus's hands and feet appeared in his own, and even the wound in the side was reproduced." In the case of Katherina Emmerich, a hysterical subject, the marks of the wounds bled every Friday, and more particularly in

LORD DEERHURST'S CAREER.

PEER'S HEIR WHO LAID
1,000 BRICKS A DAY.

SOLDIER AND SPORTSMAN.

Viscount Deerhurst, whose death was announced in mail week, was the eldest son and heir of that fine old sportsman, the Earl of Coventry, who is now in his ninetieth year. He had himself reached his sixty-second year, and was a grandfather.

Lord Deerhurst had an interesting and varied career. He had tried his hand at gold-mining in Australia, been a big-game hunter in Rhodesia, an amateur bricklayer in the United States, a soldier, and a county councillor, besides having been for a time connected with the London Stock Exchange.

His brick-laying experience was due to his desire to obtain first-hand information of the building industry. For this purpose he went to the United States and worked as a bricklayer, and he became so expert that last year he was able to tell a gathering in Worcestershire that he had actually laid 1,000 bricks a day. He afterwards had a controversy with the Amalgamated Union of Building Trade Workers, who challenged him to produce documentary evidence in support of a suggestion that English bricklayers were not allowed to lay more than 350 bricks a day.

Military Service.

Born on November 15, he was educated at Eton and Trinity College, Cambridge. He was for a time a Lieutenant in the Worcestershire Regiment, and subsequently became Lieutenant-Colonel Commanding the 2nd Volunteer Battalion of the Worcestershire Regiment and Commandant of the Worcestershire National Reserve. He saw service in the Great War, and was mentioned in despatches.

Lord Deerhurst was prominent as an agriculturist in Worcestershire, of which county he was a Justice of the Peace and a Deputy-Lieutenant. He was also a member of the County Council and Vice-Chairman of the Territorial Association.

Like his father, he was a keen sportsman, and for several years he was Chairman of the Worcestershire County Council. In 1904 he married Virginia, only daughter of William Daniel and step-daughter of the late Charles W. Bonyng. He leaves two sons and two daughters. His elder son, who will now be known as Viscount Deerhurst, is the Hon. George W. R. V. Coventry, who was born in 1900, married in 1921 the Hon. Nesta Phillips, eldest daughter of Lord Kylsant, and has two daughters.

Lord Donington, Eaton-square, S.W., and formerly of Glenlee Park, New Galloway, N.B., and Hatley Park, Sandy, Beds., left £71,266, with net personality £51,402. Under the provisions of various deeds Lord Donington appoints to his wife a jointure of the maximum amount which he has power to charge. He gives £1,000, the household furniture, horses, carriages, and motor-cars to his wife, £500 each to Gerald William Partridge and John Gilles Shields, and the residue of the estate to his wife for life. On her death he leaves three-sevenths thereof in trust for his daughter Margaret Selina Flora Maud Stewart, and four-sevenths in trust for his daughter Irene Mary Egidia Hastings Campbell.

The Rev. G. H. Woolley, who won the V.C. when serving with the Queen Victoria Rifles in 1915, has been appointed an assistant master at Harrow School. The act for which Mr. Woolley received the Army's most coveted distinction was recorded in the London Gazette in the following terms: "Geoffrey Harold Woolley, 9th (County of London) Battalion the London Regiment, Territorial Force, for most conspicuous bravery on Hill 60 during the night of 20-21 April, 1915. Although the only officer on the Hill at the time, and with very few men, he successfully resisted all attacks on the trench, and continued throwing bombs and encouraging his men until relieved. His trench during all this time was being heavily shelled and bombed, and was subjected to heavy machine-gun fire by the enemy." Second Lieutenant Woolley, as he then was, was the first Territorial officer to win the Victoria Cross.

Passion Week. In the case of Louise Lateau of Mons, blisters appeared on hands and breast, which bled every Friday. Of this latter case Rudolf Virchow said, "Imposition or a miracle," while Professor Delboeuf, of Liege, characterised the occurrence as "auto-suggestive phenomena from the intensive concentration of the attention upon the wounds of Christ."

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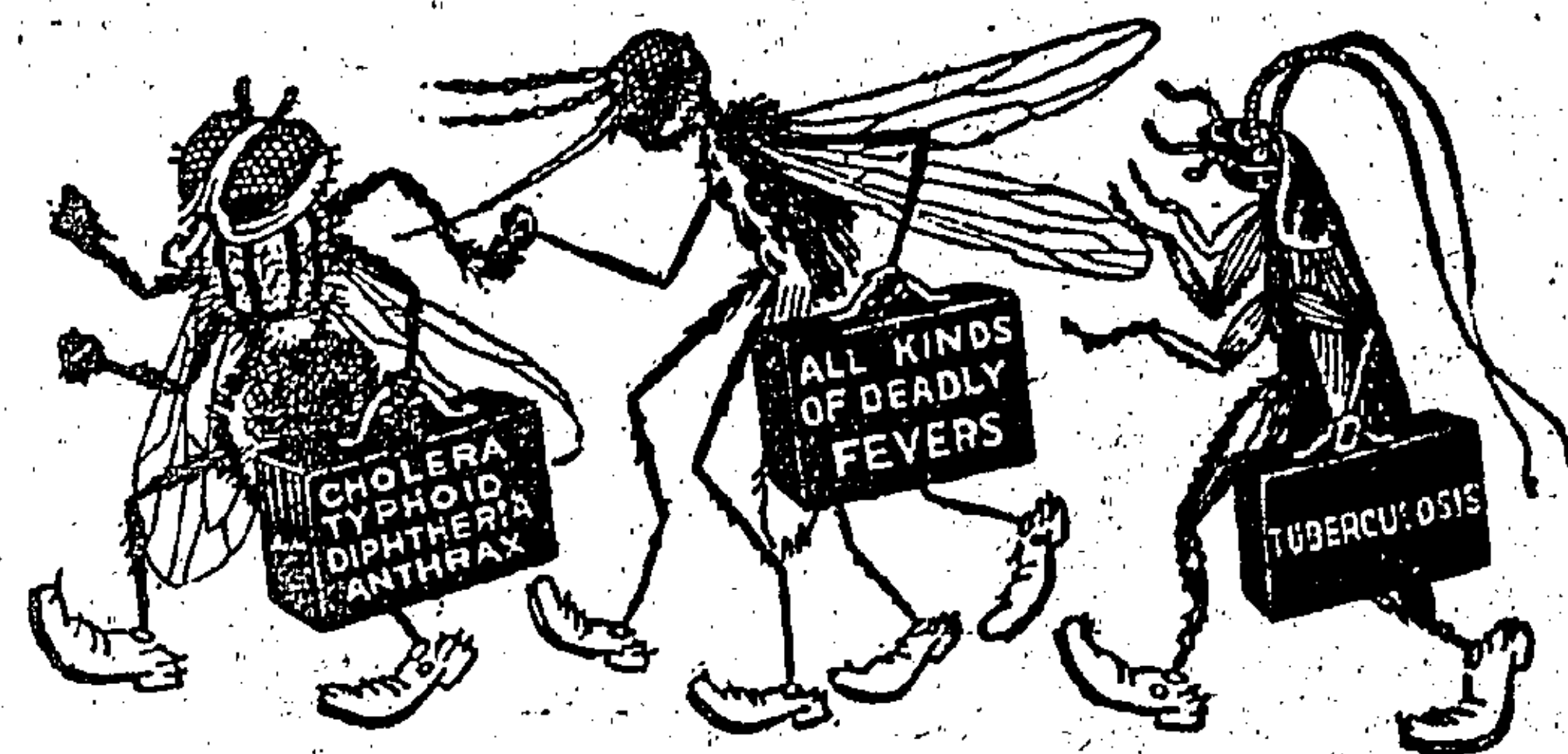
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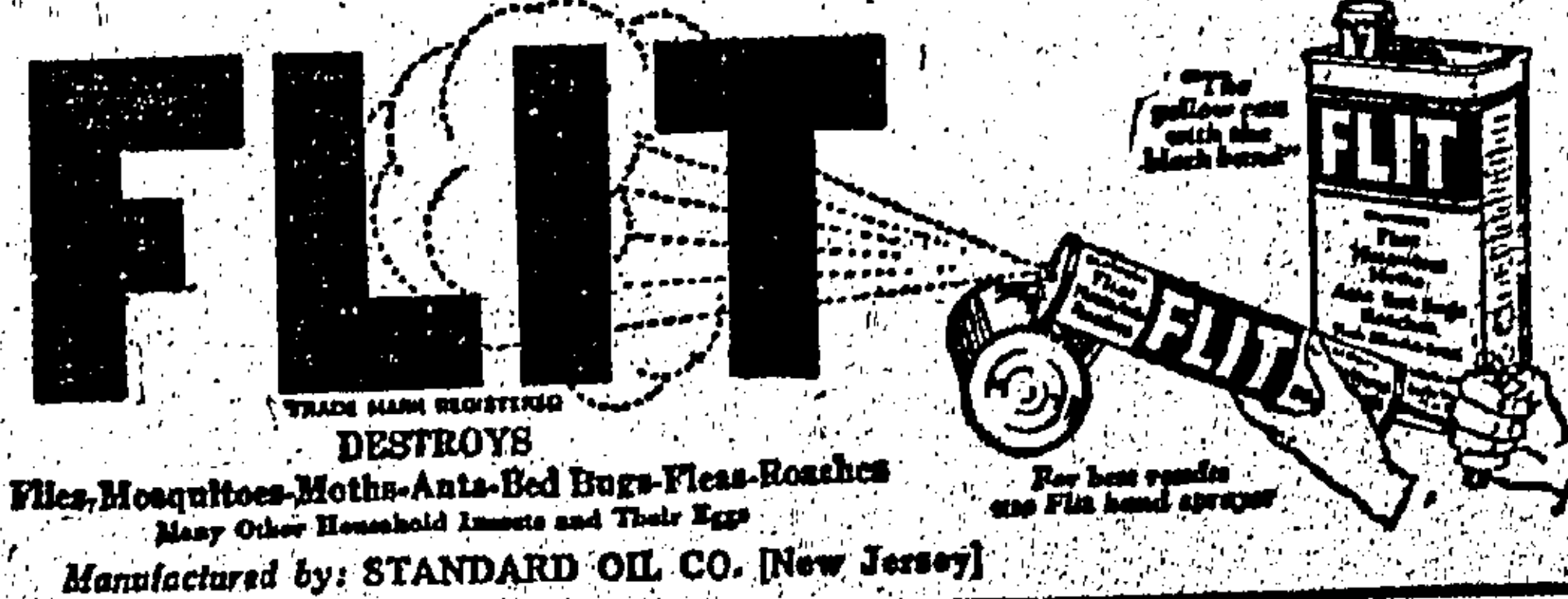
THESE tiny pests are more dangerous to our health and well being than an invading army. Insects steal on us unawares carrying disease and death to everyone in the family including the infant in arms. The fly brings cholera, typhoid, tuberculosis, infantile paralysis; the mosquito all kinds of deadly fevers; the bedbug carries germs from one person to another.

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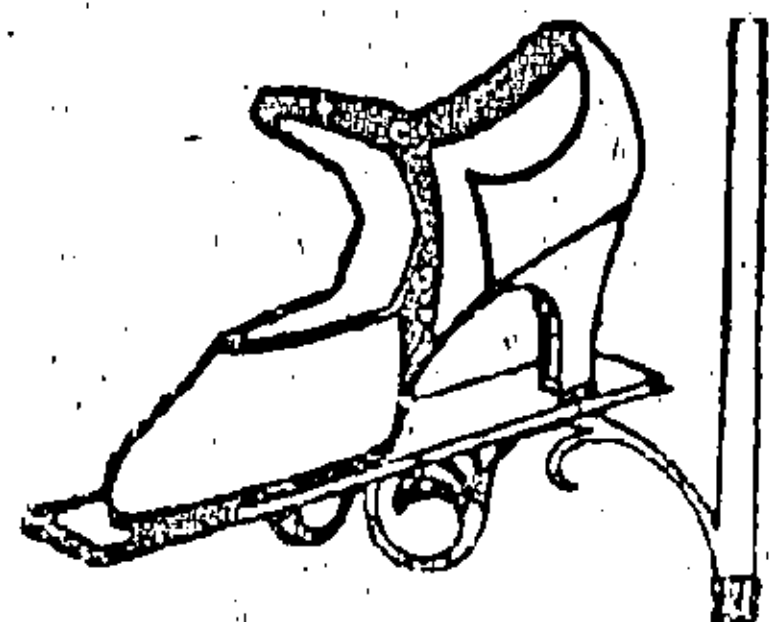
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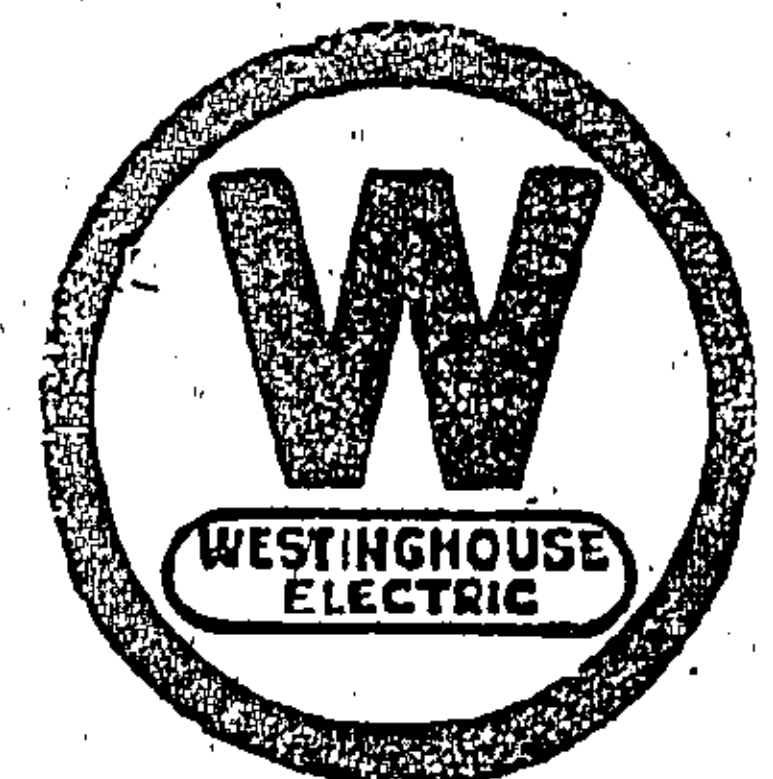
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THAT COUNTS

KING LEAVES 500 WIDOWS.

DEATH OF SISOWATH OF CAMBODIA.

A Reuter Paris message says that the Indo-Pacific Agency announces the death of King Sisowath of Cambodia at the age of 87.

The King of Cambodia, a French Protectorate in Indo-China of 40,000 square miles, was the talk of all Paris when he visited the French capital 20 years ago. In his train he brought 20 wives—his elderly daughter, a whole host of ministers, chamberlains, and pages, and 69 sacred dancing girls.

After his state entry to Paris he became a popular figure. The quaintness of his dress and the cheery smile which never left his countenance captivated the fancy of the people.

He usually appeared in public wearing the national "sompot," half knickerbockers, half petticoat, made of rich silk in gaudy colours surmounted by an eighteenth century evening dress coat, black silk stockings, red shoes, and a bowler hat, completed his costume.

The hat was worth about 40, but on the top was a diamond knob, something like that on an artilleryman's helmet, which was said to be worth many thousands of pounds.

Handfuls of Coins.

On the journey from his eastern kingdom to Marseilles the weather was rough and Sisowath suffered much from seasickness. He sent at frequent intervals for the captain, asking why the ship shook him about so and whether the machines were big enough to pull it out of the hollows.

The king was so delighted with the welcoming cheers of the crowd outside his hotel at Marseilles that he flung handfuls of silver coins out of the window, his generosity leading almost to a riot.

The special police commissioner detailed by the French Government to act as his guide and protector begged him to desist, but to no purpose, and he finally had King Sisowath removed from the window by force amid a torrent of oburgations from the offend monarch.

Sisowath, however, bore the police official no ill-will, and the next morning, as a peace offering, presented him with his state breeches of cloth of gold.

Ancient Lineage.

King Sisowath represented an ancient line stretching back to A.D. 500. He succeeded his brother in 1904, and two years after his accession decided to travel.

King Sisowath discussed with President Fallieres the exploitation of minerals in Cambodia, and left two of his sons in a French military school.

Of latter years the King suffered from melancholy. He was rheumatic and neurasthenic, and complained that the palace dancers were not as good as they were and that all the elephants were dying.

In 1916, however, he appeared to have recovered his health, and he made a strong appeal to his people to help France to win the war by working in her arsenals.

Cambodia has a population of about 2,500,000. It possesses the most wonderful ruins in Asia, in and around the deserted city of Angkor.

Any hope that Nungesser and Goll might be safe but isolated on the Newfoundland coast or in the interior has been dispelled by the return to New York, after seven weeks' fruitless search, of the airmen, Mr. C. Caldwell and Major Sydney Cotton, who were commissioned by Mr. Daniel Guggenheim to carry out a search. They covered 15,000 miles of territory, and they are convinced that the French airmen never reached the North American coast.

WILD BIRDS HOLD CONVENTION.

A GATHERING OF WOODPECKERS.

In one of his lectures delivered at the Banff Springs Hotel, Dan McCowan, the well-known Canadian naturalist, tells a wonderfully interesting story concerning a wild bird convention held in the Canadian Pacific Rockies during the fall of 1926. At that time the Banff Springs Hotel was under construction and large numbers of structural steel workers were engaged in uprearing the fabric around which a dream palace had been evolved. There was the loud clanging of steel as the heavy girders were lifted and guided into place. Winches rattled and engines hissed incessantly. Above all other sounds rose the staccato "rat-tat-tat" of scores of riveting hammers. Far up the Forty Mile Valley of the Bow this sound was borne; it re-echoed from cliff and crag on grey Mount Rundle, it shattered the silence in the deep green woods that clothe the valleys and the mountain slopes.

Throughout this extensive forested area around Banff and Lake Louise, many woodpeckers are to be found at all seasons of the year. To these feathered foresters came the sound of the riveters at work; it was interpreted by them as the noise of a host of tree boring birds, hammering and grilling in the bark and timber of Douglas Fir and Spruce. Instinctively they hastened to the source of the sound, confident that a keen-eyed and enterprising member of the tribe had discovered an army of tree-infesting grubs and that there would be a feast for all who cared to answer the summons broadcasted so clearly.

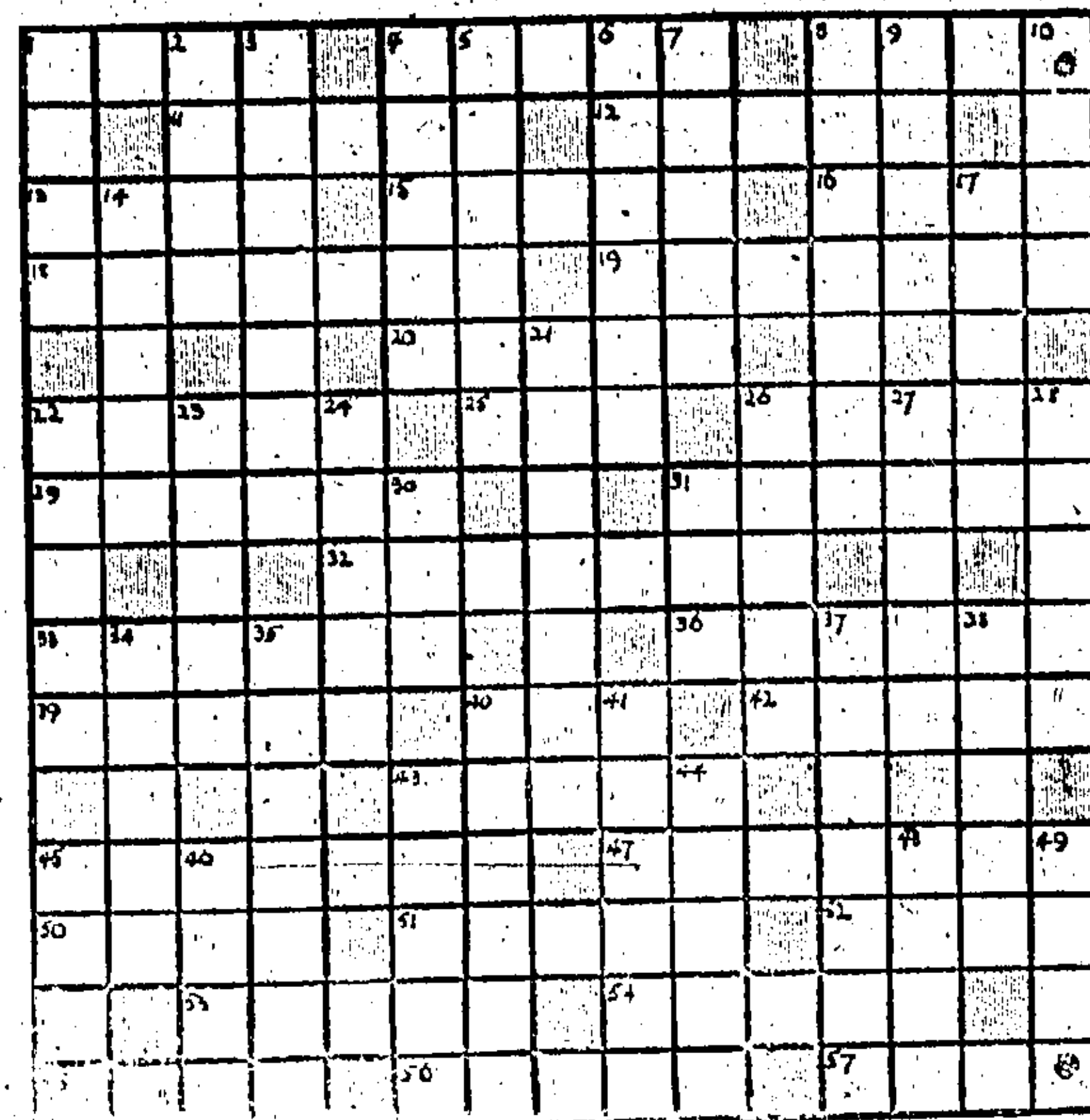
The Dilated Woodpecker, a large plumaged bird with crest of scarlet, vivid as huntsman's coat, flew through the woods like a fiery torch and caused the din as to echo with his loud and raucous cry. Downy and Hairy Woodpeckers, lesser birds in the ancient order of foresters, clung to the gnarled bark of trees and with heads aslant, hearkened querulously to this strange drumming of hammers on steel.

Such an assemblage of Woodpeckers had never before been seen in the valley of the Bow. The woods seemed alive with birds of this breed. Unlike most conventions held at Banff, this one could hardly be termed a success. No doubt the birds were disillusioned and deeply disappointed that the promised feast did not materialize. Nevertheless there must have been compensation in the number of family re-unions made possible by the call of the hammers that fashioned the framework of a great castle in the scenic heart of the Rockies.



I know a blond who's
dyeing to meet a man who
likes brunets.

OUR CROSSWORD PUZZLE.



Across.

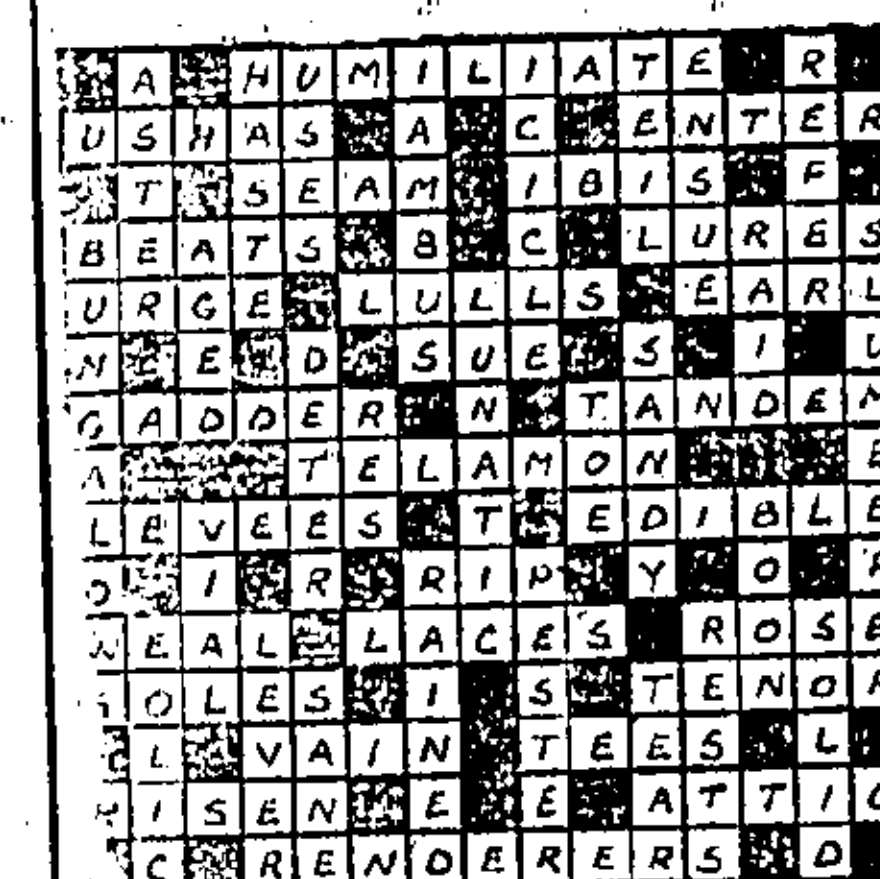
1. Australian birds.
4. Beginning.
8. Pleading.
11. Landscape.
12. Eagle's nest.
13. Enclosed space.
15. Amphitheatre.
16. Yield.
18. Education.
19. Larger.
20. Rims.
22. Morning reception.
25. Belonging to us.
26. Messages.
29. Dons.
31. Sullen.
32. Trifles.
33. Overlaid with silver.
36. Tittered.
39. Vegetarian dish.
40. Vegetable.
42. Dashes.
43. Middle.
46. Venders.
47. Reverenced.
49. Perennial plant.
51. Perfume of flowers.
52. Knowledge.
53. Tidal wave.
54. Luke warm.
55. Land of the Incas.
56. Transgressed.
57. Turf used as fuel.

Down.

1. Ardour.
2. Utilizer.
3. Sprinkle.
4. Gin.
5. Shipworm.
6. Park keeper.
7. Rips.
8. Horseman in a ball fight.
9. List of candidates (Sect).
10. Assort.

14. Governed.
17. Valleys.
21. Dutch coin.
22. Lanterns.
23. Pertaining to the voice.
24. Finished.
26. Having a nose.
27. One who drinks.
28. Dispatches.
30. Sorrowful.
31. Came together.
34. Afterwards.
35. Picture.
37. Malformation of the lip.
38. Air.
40. Advertisement.
41. Combine with air.
43. Ten million (East Indies).
45. Withered.
46. Stay.
48. Snore.
49. Journeyed without walking.
50. Mark made by blow.

Yesterday's Puzzle.



ATHLETE'S HEART.

EXPANSION WITH EXERCISE.

A doctor, giving evidence in a motor accident case recently, stated that his patient had an athlete's heart.

This mysterious complaint has been the bugbear of generations of parents, who have forbidden their children to take up athletics, lest they should contract this affliction, writes Mr. F. A. M. Webster, the well-known athlete, in a London paper. Many people believe that such exercises as running, jumping, and rowing will increase the size of the heart to such an extent that in time the athlete's life will become endangered.

The danger is grossly exaggerated. Constant exercise undoubtedly enlarges the heart, but that enlargement is gradual and in proportion to the development of the rest of the body. A large, strong heart beats slowly, but if a heart with a pulse-beat of sixty to the minute does the same amount of work and pumps the same amount of blood through the arteries as does another heart with a pulse-beat of seventy-two, why should one be concerned?

In America some years ago, an interesting series of experiments was conducted by a famous athletic

coach in consultation with a first-class physician.

The doctor drew a diagram of a famous walker's heart on the man's chest. After the athlete had walked a mile in seven minutes, an examination showed that his heart had expanded three-eighths of an inch. A man who was not in training then walked half a mile in six minutes—barely half the speed of the trained man. It was found that the untrained man's heart had expanded an inch and a half. Similar experiments were conducted with trained and untrained middle-distance runners. Then a man who had been in training for two seasons sprinted a fast 150 yards without his heart being affected at all, whereas the untrained man, who ran the same distance at no more than three-fourths of the speed of his predecessor, became exhausted.

Athletes who smoked cigarettes and did not train properly suffered the greatest degree of distress.

The consensus of opinion of athletes, coaches, and physicians, from the standpoint of medicine and applied athletics, is that the athlete who trains properly and does not smoke cigarettes or drink has no reason to fear any bad effects from the so-called athlete's heart. A sane system of athletic exercise strengthens the heart and renders it less liable to injuries from a sudden strain or shock.

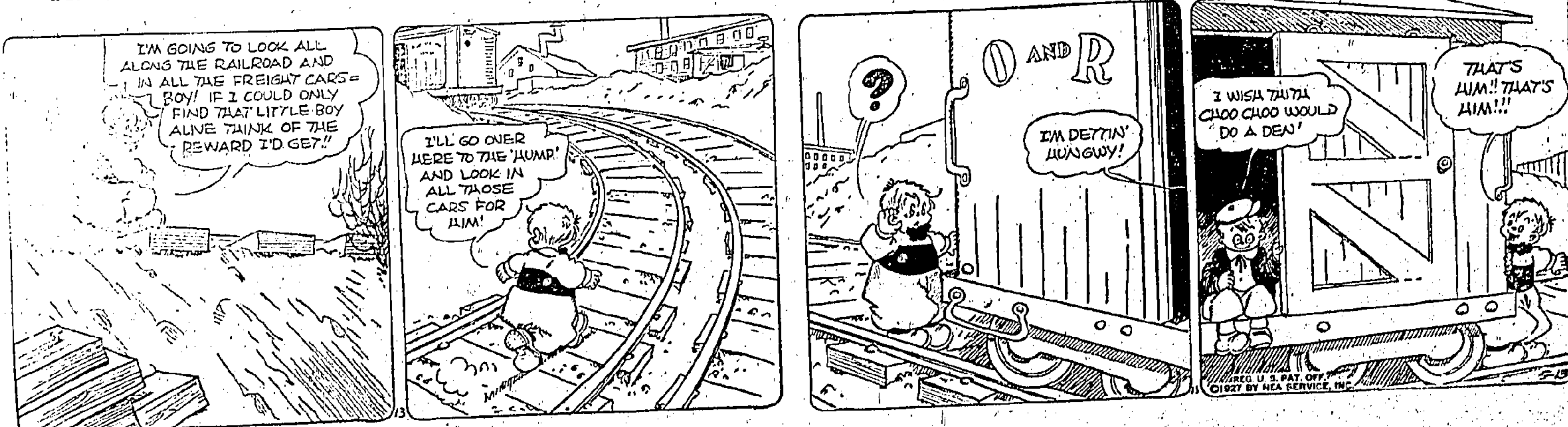
By Blosser

FRECKLES AND HIS FRIENDS

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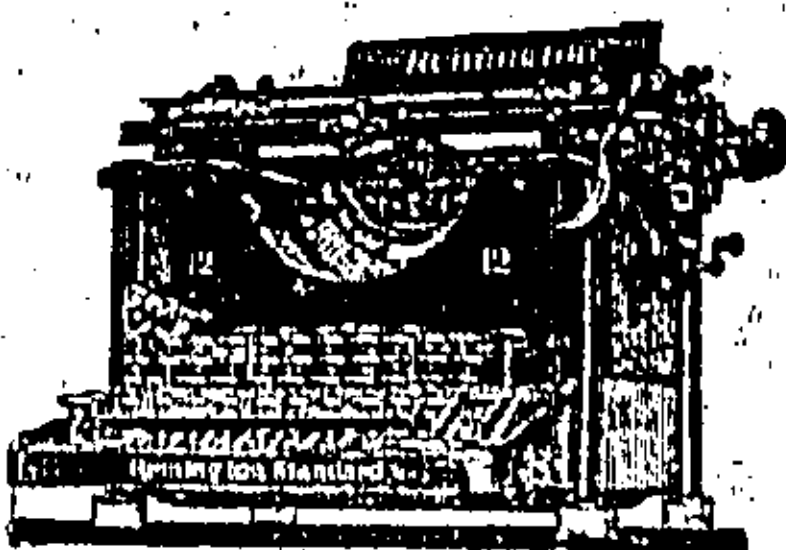
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ANNOUNCEMENT.

The following wedding has been arranged to take place at the Union Church Kowloon on the 14th October, between Mr. Cecil James Kingdom, of the Prison Department and Miss Una Maud Falla, youngest daughter of Mr. and Mrs. T. E. Falla of Kowloon.

The
Hongkong Telegraph.

SATURDAY, SEPTEMBER 10, 1927.

A MODERN CITY
DANGER.

There appears on our picture page to-day a view of the Cornhill collapse in London, in which several firms, some with Eastern connexions, were involved. There was another collapse of offices later, also in the heart of London's busy area, and there were a few fatalities. It raises the question of a very vital danger in modern city construction—the risk caused by the undermining of big structures through the needs of underground passages and railways. London is threatened with a serious problem along these lines. The collapses referred to are directly due to underground operations, in one case the work on the foundations of a nearby block of buildings. It is a matter which affects most modern cities, for as the traffic becomes more congested above ground, the necessity for tunnelling increases. It is a fine point whether it were better to risk congestion than provoke a danger to actual structures. Naturally, the disaster in London has raised much comment in the Home press. One paper observes that it is inevitable that the collapse of so important a London building as the Commercial Union offices in Cornhill should raise serious questions regarding the safety of London buildings generally. The subsidence of part of Waterloo Bridge and the signs of weakness in the structure of St. Paul's Cathedral had already caused some anxiety on that head. It is, of course, well known to all that the conditions of London life and the methods of locomotion have been transformed in the last thirty years; and what may have been perfectly sound and solid in 1897 may therefore nowadays be liable to fail under the new strains which are being imposed on all edifices.

London offices and houses are built on something extremely like a honeycomb, comments one journal. The ground beneath

them is tunnelled and hollowed to provide every sort of accommodation for the conveniences of civilisation. In the oldest parts of the City there are enormous and elaborate cellars. Deep down sewers were driven early in the last century. In more recent times conduits have been constructed or pipes laid for water mains, gas mains, electric light mains, hydraulic mains, and telephone and telegraph cables. This immense and intricate system of underground mains and chambers and cables has been further complicated in many parts of London by the driving of comparatively large tunnels for the Underground and Tube railways. While the subsoil in London has been gradually mined away, a fresh strain has been applied to all buildings from the surface. The rapid development of motor traffic and the extraordinary increase in both the speed and weight of vehicles and their loads are factors that are entirely new. No buildings in the past were subjected to the vibrations thus caused, because motor traction is a modern innovation and neither in ancient nor in more recent times were heavy vehicles run at high speeds through the streets or along the roadways. Whether London buildings will indefinitely be able to resist this new form of attack is a question which architects and engineers cannot yet answer with confidence. Much will, no doubt, depend on more perfect roads and the enforcement of weight limits on motor-lorries and steam-lorries. The menace of the future is here; but such is the ingenuity of the engineer that he may be able to meet it. Fortunately, it is a problem which Hongkong is not likely to be troubled with for a long time to come, if ever. It is enough for us to have excessive rain and high-velocity gales to contend with, without any burrowing underground. Let us be thankful for small mercies.

World Fliers.

There will have been many hearty congratulations extended here in Hongkong to the American aviators, Messrs. Schlee and Brock, who yesterday afternoon arrived from Hanoi in their flight around the world. To have flown over 11,000 miles in 13 days is to have accomplished one of the world's outstanding aviation achievements, and, especially in these days of disasters to long-distance fliers are the two men who arrived in Hongkong yesterday entitled to the heartiest of greetings and the best of wishes for the remainder of the flight. Their magnificent crossing of the Atlantic proved to be the forerunner of what has been a series of notable accomplishments and, but for the hindrance afforded by over-meticulous officials in Turkey, the fliers would have been well ahead of their schedule. They plan to complete the circuit of the world in 22 days and, given the same good fortune that has so far been theirs, they have every chance of doing so. One of the longest and most hazardous "hops" of the trip is yet to be done, that being from Yokohama to Honolulu, which is a distance of some 3,400 miles—equal to that accomplished from Detroit to Croydon. At the moment of writing, the plans of the aviators in this respect are not yet certain, but if they go direct from Japan to the Hawaiian Islands they are then left faced with a flight of over 2,000 miles across to the mainland of America. Unfortunately, there is a record of disaster regarding this stretch, but the "Pride of Detroit" has proved itself worthy of undertaking what is, by comparison with other parts of the journey, nothing very extraordinary. Certain it is that the very best of good wishes will go from Hongkong with Messrs. Brock and Schlee on their great venture. We shall follow their journeying with much interest and not only wish for them a safe and successful termination of it, but also the achievement of time-cutting which they are essaying.

The King aboard his yacht, the "Britannia," at Cowes is one of the interesting glimpses offered by the topical gazette showing at the Queen's Theatre to-morrow. His Majesty is shown dressed in oil-skins on account of the rough weather.

DAY BY DAY.

IT IS A WISE MAN WHO KNOWS HIS OWN BUSINESS, AND A WISER ONE WHO THOROUGHLY ATTENDS TO IT.—H. L. Wayland.

Quarantine restrictions imposed against arrivals from Haiphong on account of cholera have been withdrawn.

It is notified that the rate per floor for limewashing in Hongkong and Kowloon shall be \$3.80 for the period of one year, commencing from 1st October, 1927.

H. M. the King has approved the appointment of the Hon. Mr. W. E. L. Shenton, to be an Unofficial Member of the Legislative Council during the absence on leave of the Hon. Sir H. E. Pollock, K.C.

Pictures showing for the last time to-day are Hoot Gibson's Western comedy, "Hey! Hey! Cowboy!" at the World Theatre; and Adolphe Menjou's "The King on Main Street" at the Star Theatre.

A Chinese received slight injuries through being knocked down by a motor-cycle driven by Sanitary Inspector H. E. Strange, at Morrison Hill Road yesterday. The injured man was taken to the Government Civil Hospital, but was discharged after his injuries had been dressed.

The forthcoming marriage is announced of Harold Fowler Marshall, an electrical engineer of 691 Poch Avenue, Shanghai, and Dorothy Bingham of "Blair Athol," Chambers Road, Southampton, England, who is now on her way out to China on board the s.s. Sarpeden.

To-day is the Chinese moon festival. The Sincere Co's Roof Garden is specially decorated in its celebration. Over the centre of the covered portion of the Garden is erected a beautiful structure made of coloured gauze on bamboo framework, representing the moon Utopia according to Chinese story. At night there will be athletic shows and Chinese sing-song girls.

The health bulletin of Eastern Ports for last week, issued by the Principal Civil Medical Officer, gives the following cases: Plague, Suez, Bassora, Bombay, Colombo, Singapore and Saigon 1 each; Cholera, Basrah 31, Madras 24, Shanghai 23, Amoy 18, Calcutta and Canton 10 each, Tourane 2, Manila, Bangkok, Saigon and Macao 1 each; Small-pox, Calcutta 4, Bombay and Madras 2 each; Basrah, Vazagapatam, Sourabaya, Bandjermasin and Saigon 1 each.

The farewell programme which the Broadway Polies will begin in the Queen's Theatre to-morrow, includes the Polish National Dance, Serenade of Drego, vocal selections and finally, by general request, the charming Argic Ballet. The Broadway Polies' season will definitely conclude on Monday night, and the company will leave for Manila. The movie play which completes the programme at the Queen's Theatre to-morrow is Laura La Plante's excellent farce, "The Love Thrill."

The P. and O. Malwa, which is due to arrive next week, has the following Hongkong passengers on board.—Mr. F. F. Clarke, Mrs. F. F. Clarke, Mrs. M. Costello and child, Rev. C. D. Cousins, Miss (Dr.) Douglas, Mr. S. F. Edgar, Mr. T. H. Hook, Mr. Quong Lee, Mr. J. W. Platt, Mr. A. Primmall, Mrs. H. Russell, Miss M. Russell, Miss H. Russell, Dr. and Mrs. Shellshear, Mr. and Mrs. S. S. Strathan, Sub-Lt. G. M. Sladen, R.N., Mr. W. E. Stevenson, Mrs. K. Taylor, child, and infant, Mrs. M. Williamson.

In consequence of the Shian agitation for securing a larger representation in the Irak Cabinet, King Feisal has appointed two more shiahs as ministers.—Haji Abdul Muhsein Cholebi Esh Shalash, who was a member of Jaafar Pasha's former Cabinet from November, 1923, to August, 1924, and Sheikh Salman al Barak.

EXCHANGE RATES.

	London, Sept. 9.
Paris	124
Brussels	24.9074
Amsterdam	22.1334
Berlin	20.43
Copenhagen	18.16
Vienna	34.48
Helsingfors	1927
Rio	6.55/64
Bombay	1/6.29/32
Hongkong	1/11/5
New York	4.86 7/32
Geneva	26.21
Milan	89.45
Stockholm	18.40
Oslo	18.40
Madrid	1697
Buenos Aires	47.81/64
Shanghai	1/11.5/32
Yokohama	1/11.5/32
Silver (spot and forward)	25 1/2

—British Wireless.

A HAPPY OUTLOOK.

A Window on the High, Oxford.

The worst of a window such as this one, looking over the broad curve of Oxford's High Street, is that it constitutes such a serious deterrent to any kind of work. Especially is this so on a bright spring morning, when the fire in the grate is superfluous, the May shows pink and white against the gray walls, and the spires are backed by a clear blue sky.

The temptation to occupy the broad window seat—just for ten minutes—and survey the world passing below is well-nigh irresistible. It is a gay, care-free-world, even at ten o'clock in the morning, and it encourages a care-free attitude toward things in general.

There is the usual crowd of undergraduates on incredibly dilapidated bicycles. Some of these are going to lectures which were timed to start ten minutes ago, and can be distinguished by the wisps of black stuff flung round their heads under their arms. The girls are much more conformed to official pattern; their bicycles are comparatively respectable and usually equipped with brakes and a bell. They wear, moreover, not only a gown but also the regulation black cap, although on some heads it has acquired a mischievous individuality.

There are not so many of these lecture-goers to-day, either on foot or on foot, because it is the beginning of Exams Week, when the annual inter-college bumping races take place on the river, and there are relatives and friends to be looked after, and a hundred and one other arrangements to be made.

"Bubbly," an antique racing car, makes one of its daily meteoric passages, stuffed with hatless figures and golf bags, disappearing over Magdalen bridge with roaring exhaust and clattering chains. It is followed by way of contrast by a Rolls-Royce that has brought someone's people down for the week, and appears a little affronted by the mortarboard and gown which have been draped over the radiator cap.

The chauffeur, jamming on his brakes for the third time in a minute to avoid running over an untidy looking individual who has wandered out in front of his wheels, wonders indifferently what would happen to these people if they found themselves in London traffic. He does not realize—how should he?—that he has just avoided running down the world's greatest authority on Thucydides, who has never taken any notice of such mundane matters as traffic and never will.

There is no need to in Oxford; the bus drivers all know, and wait for his passage. An athlete and an aesthete stroll up toward Carfax together, deep in conversation. The former is dressed in faded tweeds and the latter in a crass-green suit and red tie.

A group of men and women are clearly making an early start for the river, the former in white flannels carrying a luncheon basket and a gramophone, and the latter wearing those filmy creations somewhat rashly thought suitable for the water. They will spend the rest of the morning somewhere up the Cher, that tree-shaded tributary of the Isis, and then move down after lunch to the main river to take up a position among the punts along the course.

Touring motorists on their way through to distant places slow down and regard with interest and some astonishment the placid world into which their swirling progress has dropped for a moment. And so the insidious window seat has claimed not ten minutes but an hour.

It is evening now in the High, and the outlook is subtly different. The same folk are there, strolling back after the day's racing, but whereas in the morning they and their gayety and vigour and colour filled and possessed the broad street, in the evening the presence of the old city seems to have gathered and asserted itself, and they appear to belong to it, transient children merely who are privileged to walk for a time in its shadow.

There is a marked stillness that descends from a clear sky after sunset in all places, and in Oxford it finds its fullest counterpart in the gray buildings and spires and towers that all down the tumult of the centuries have stood quiet and serene, cherishing unperturbed its unchanging ideals and truths. They stand now, dark and clear-cut against the pale rose and gold and blue of the western sky, buttressed and dome and spire, unalterably calm and, so it seems, unalterably wise.

No one could pass down the High on such an evening without feeling the force of permanence of that universe of knowledge of which they are the centre. Surely Attila himself would have checked his fierce legions, coming hotfoot across the bridge, and felt there was something here that even he could not destroy.

The murmur of talk and laughter drifts up occasionally to the window, but for the most part the groups pass by in silence because there is no need for conversation and walk slowly because the day has been one of those halcyon days that live always in the memory, and they do not wish to cut short its final chapter in the soft evening air. So they pass until darkness slowly gathers in the lanes and steals out to fill the street and Big Tom's hundred and one strokes mark the end of the day.

Happy is he who possesses, if only for a year, a window on the High.

B. T. J.

LATEST YANGTSE
NEWS.AMERICANS EVACUATE
WUHU.

Ichang, Sept. 9.

General Chang Hui-tsai, vice-commander of the 2nd Army and the acting Commissioner for Foreign Affairs returned the call of the British commercial counselor on board H.M.S. Bee to-day.—Naval Wireless.

Changsha, Sept. 9.

The Commissioner for Foreign Affairs has arrived and opened his office.—Naval Wireless.

Kiuksing, Sept. 9.

More troops have passed down the river.—Naval Wireless.

Trouble at Wuhu.

Wuhu, Sept. 9.

The 6th Army is expected from up the river and all Americans have been evacuated as trouble is feared by them. Doctor Hai Tsu-chai has arrived from Anking and has made a friendly call on the Senior Naval Officer. He has given an assurance that the recent firing on British vessels is now being investigated.—Naval Wireless.

Nanking, Sept. 9.

Wang Ching-wei has proceeded to Shanghai to meet Mr. C. C. Wu, the representative from the Ministry. The Commissioner for Foreign Affairs has called on the Senior Naval Officer here with regard to the recent firing on H.M.S. Cockchafer and stated that the Chinese authorities are anxious to stop sniping.—Naval Wireless.

Chinkiang, Sept. 9.

Distinct signs of preparation for a further landing on the north bank of the river are evident.—Naval Wireless.

Weather forecast for to-morrow: N. E. winds, moderate; cloudy.

NEW BILL.

TO AMEND THE LIQUORS
ORDINANCE.

In the current issue of the Government Gazette, it is notified that the Government intends to introduce a new Bill at the meeting of the Legislative Council to be held on Thursday next, for the amendment of the Liquors Consolidation Ordinance of 1911.

The Bill sets out many alterations in the wording of the original Ordinance and it is explained in the Objects and Reasons that "the Ordinance is introduced because of the obscurity of a section in the principal Ordinance which is of great practical importance, i.e., section 86. Attention has been drawn to this subject by a recent case before a magistrate. The section is open to the following doubts, and criticisms, which are put very shortly:—

(a) It seems to hesitate between being a substantive section and an evidence section.

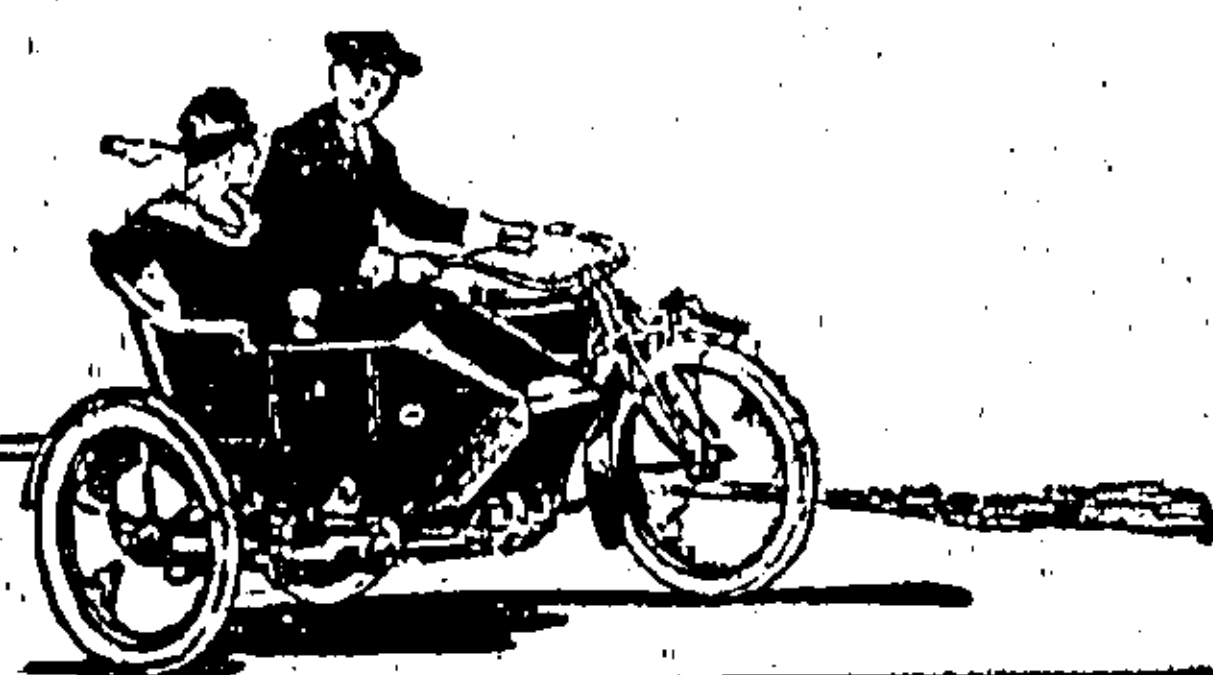
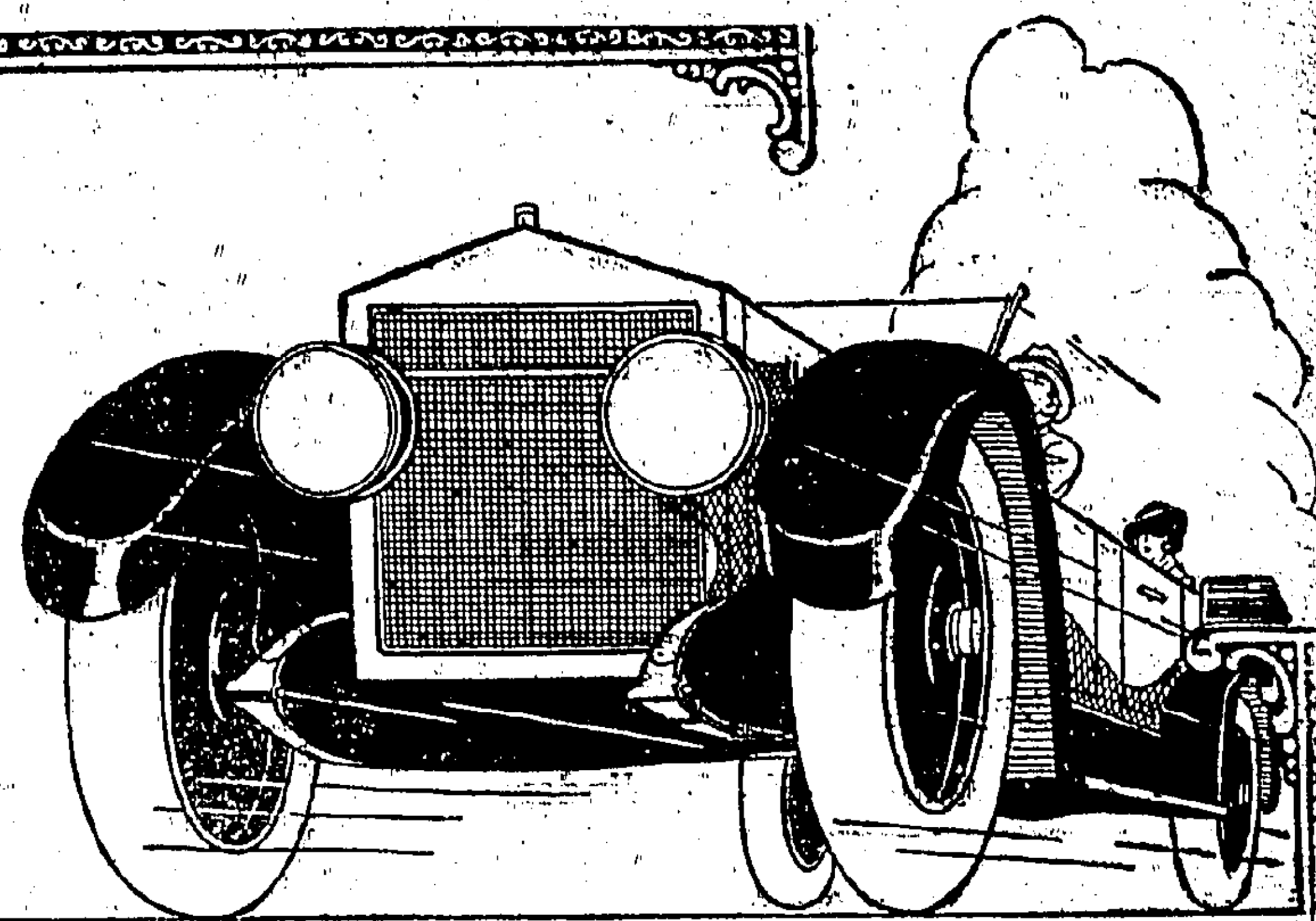
(b) It is arguable that possession must first be proved by the prosecution to be "contrary to the provisions of (the) Ordinance" before the onus is thrown on the accused of proving that the duty had been paid. This reduces the section to an absurdity in the case where the only element of illegality is the non-payment of duty.

(c) The section provides that every person who, contrary to the provisions of the Ordinance, has in his possession any intoxicating liquors which have been illegally made shall be guilty of an offence, but it is not contrary to the provisions of the Ordinance to be in possession of intoxicating liquors which have been illegally made.

(d) On the other hand, it is unnecessary for the section to declare it to be an offence to be in possession of any intoxicating liquors contrary to the provisions of the Ordinance. Even if the mere prohibition were not enough section 89 makes it clear that contravention of any prohibition is an offence.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 10th SEPTEMBER, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Kowloon's Buses.

The large type buses which are such an attractive feature of Kowloon's passenger service are giving every satisfaction, and with the number gradually increasing as time goes on, residents on the mainland have every reason to be proud of the modern transportation facilities provided. Experience will doubtless teach the Companies concerned that it pays to purchase superior types of vehicles, and although small buses are more economical on the lesser used routes, the same plea for quality applies.

Garages.

The Police and Fire Brigade Officials are now inspecting garages, and all garage owners are required to be in possession of a permit. It is obviously necessary that restriction be placed in cases where the storage of a car presents a danger to domestic dwellings, especially in tenement districts, and all possible precaution must be taken to avoid fire risks. The question does arise, however, that both Hongkong and Kowloon are seriously lacking in garage accommodation, and every encouragement should be given to the construction of buildings for the purpose. Within the next few years, motor vehicles will probably increase to double their present number, and the problem of garaging them is indeed a vital one. As far as Kowloon is concerned, that stretch of vacant land along the railway, opposite the Peninsula Hotel appears to be an ideal location, there being room for both garaging and parking spaces. The matter is probably one for private enterprise, and we hope it will not be long before something is done.

Bean Vehicles.

China is among twelve countries to place immediate orders for the new 30 cwt. Bean commercial vehicle which was sponsored by Sir Robert Hadfield at Tipton, England, in June, in a speech in which he vigorously defended the British manufacturer against accusations of neglect of overseas markets. Overseas purchasers, of course, have not yet seen the chassis, which is of entirely new design, but are relying on experience of the old 25 cwt. Bean lorry, coupled no doubt with confidence in the name of Hadfield, the Sheffield steel firm, which now controls Bean Cars, Ltd.

Flying Squad.

The announcement of the disbanding of the Flying Squad and the recent amalgamation of the members with the Special Police Reserve shows that an effort is being made to bring the special police of the Colony under one head. While the idea may not find favour with some, who would prefer the Flying Squad to remain a separate unit, yet the general idea is sound. Much more can be accomplished with closer co-operation than could be attained were the two bodies to remain separate. When the Flying Squad was first started a great deal of enthusiasm was shown in Hongkong, although it must be admitted that the movement did not make such headway on the Peninsula. Of the 37 members of the Hongkong section, nearly all have re-joined as members of the new section, at the time of writing, and it is confidently expected that the remaining seven will come into line with the rest.

Taipo Bridge.

The news that the Taipo bridge temporary structure had been damaged by the typhoon to such an extent as to render traffic impassable, was no great surprise to those well acquainted with the New Territories. It is now many months since the temporary bridge was erected, pending the erection of a new one. Long and patient has been the wait for the opening of the new bridge. It is indeed cheering to read that the question as to whether the new bridge can be quickly finished, or whether the temporary bridge shall be replaced, is being considered. It is to be hoped that the new bridge will win. The new structure is a distinct improvement on the original one, which succumbed to the 1923 typhoon. It will have an extra span, with narrower supports, offering less resistance to the water. At this spot the water swings round a curve, just before reaching the bridge, with the result that during stormy weather there was great pressure at one end. The one bank has been dug away to enable the water to diverge more, thus making the pressure more even, and preventing it from converging on the one side. There is no doubt that the new bridge will stand up to any Hongkong weather, and will solve the difficulty once and for all.

A New Car.

The announcement of a new model by a well-known car manufacturer always arouses considerable interest, and the intimation that the makers of the famous Chevrolet have arranged for a new type to be sold in Hongkong, should arouse even more interest. We understand that this late model has new lines, new finish and new design of numerous important operating parts and other unexpected changes. The Chevrolet slogan "For Economical Transportation" is well-known, but the makers now propose to show that with economical transportation one may have also comfortable and even luxurious transportation. The arrival of these cars will be awaited with much interest.

A Fiat Win.

The Hongkong Agents for Fiat cars received a cable this week from Monza, Italy, stating that the Grand Premio Race, one of the most important Italian racing events, was won by a Fiat car.

Canadian Buicks.

From the Dragon Motor Car Company, Ltd., we learn that the initial shipment of the 1928 Buicks cars will soon be here, although every car has found an owner before arrival. Other shipments have, of course, been arranged for. It is interesting to note that these cars have been produced in the Buick Company's Canadian factory, and they bear the "Maple Leaf" which mainly distinguishes them from the output of the American plant. There are several important and attractive features confined to the Canadian models, and they are sure to attract favourable attention when they arrive.

CANADA'S ROADS JUMP.

From a few hundred miles of improved roads in 1917, Canada has jumped its total to 426,269 miles. Of this amount, 47,177 miles are gravel road and 7,500 are of macadam and concrete.

RAILWAYS AS ROAD CARRIERS.

Companies' Bid for New Powers.

Considerable opposition is likely to be aroused by the decision of the railway companies to seek Parliamentary powers enabling them to operate road motor services unhampered by the present restrictions. The latter, which are imposed by statute, severely limit the companies, and recent attempts to go beyond those limits have met with mark hostility. It is to be noted that the present is the first occasion on which all the railway companies have acted together in the matter, although they have lately taken common action in regard to making representations to the Government concerning the anomalies of the situation, and have also endeavoured, with some success, to secure the co-operation of the railway trade unions. Their latest step is of the more interest as it follows so closely on the policy of reducing short-distance fares in districts where motorcoach and omnibus competition is particularly severe.

It is rather unfortunate that the position should have become obscured by interminable arguments as to whether the railways, in their capacity of local ratepayers, are subsidising their highway competitors by contributing more than they should towards the cost of maintaining and repairing the roads used by those competitors. This has really nothing to do with the matter, the point at issue being whether arbitrary and narrow restrictions on the provision of road services by railway companies are not injurious to the interests both of their shareholders and the public. The restrictions are certainly illogical, since they often make it impossible for the companies to provide useful supplementary facilities to their train services in districts where road transport is in need of development. This applies to both goods and passenger traffic.

As an instance of the difficulties which the companies have to encounter, the fate may be cited of the Bill promoted a few years ago by the companies now forming the London, Midland and Scottish. They did not ask for unreasonable powers, and the extent to which they were willing to meet opposition is illustrated by the undertaking which they gave that no new road vehicles required would be built at their own "shops," but that the contracts would be given to outside makers. After protracted arguments, the Ministry of Transport sprang a surprise by insistence on a clause providing that the railways should in no case charge less than other purveyors of road services. As this would have stifled effective competition, the Bill was withdrawn.—Ex.

TAXI DRIVER'S FEAT.

A Midnight Dash to London.

In a thrilling night dash to London to take a lady from Newport to the bedside of her dying mother a driver accomplished the distance of 156 miles in the remarkable time of 4 hours 50 mins., making an average speed of 35 miles per hour.

The car, which plies for hire in Newport, was a two year old four-year-old Armstrong Siddeley, and was one of a fleet of cars which assisted in the distribution of newspapers during the general strike last year.

LOCK YOUR CAR.

On the grounds that unlocked cars are an open invitation for theft, the National Automobile Chamber of Commerce U.S.A., has started a campaign urging each car owner to lock his car when not in use.

THE AUTOMOBILE ASSOCIATION.

Synopsis of Annual Report, 1927.

(Special Report to The Hongkong Telegraph.)

Membership was increased by 40,128.

The total membership to-day is 343,483.

During April, the last month of the financial year, over 11,000 motorists were elected as new members.

Road Service.

The A.A. Road Service Organisation, on its various vehicles, cycles, Road Service Outfits, and supervising staff cars, covered during the year over 20 million miles.

During the Easter holidays alone, over 187,000 members received roadside assistance.

Over 200 additional Road Patrols engaged for the 1927 season, so that every road of importance in England, Wales and Scotland is continuously patrolled by A.A.

A.A. Road Service was extended by the provision of super-telephone boxes, illuminated signposts, also "safety posts" installed on the new arterial roads, which after dark can be extremely dangerous on their crossroads and corners.

Over 55,000 A.A. road signs erected in the British Isles, of which 12,000 were erected during the past year.

Powerful carbide fog flares now issued to all patrols at telephone boxes situated on country crossroads and danger points.

Touring.

Over 400,000 home routes issued to members, or accounting for 164 million road miles.

The series of "A.A." Day Drives now embraces 200 centres.

Following special and reciprocal arrangements between the Association and various foreign Governments and Motoring Organisations, members can travel throughout Europe with minimum of delay or inconvenience, avoid the obligation to take out local licences etc., and are not called upon to lodge large

sums at frontiers in respect of duties on motor vehicles.

Carnet facilities have been extended by the addition of Austria, Germany, the Irish Free State and Norway, and, thanks to excellent arrangements made with the Spanish Government, members can now have A.A. triptyques for Spanish tours.

Ireland.

Membership in Ireland nearly doubled.

A.A. Road Patrols gradually penetrating the country; over 4,000 road signs erected.

Irish members now have their own handbook.

Scotland.

Equally good work done in Scotland; A.A. patrols on practically all Scottish main roads.

Free Legal Defence.

One of the greatest privileges of A.A. membership, Free Legal Defence, widely called upon by members.

Petrol Tax.

The Association is strengthened in its decision to carry on the fight for reinstitution of the Petrol Tax by the unanimity of members on this important matter. Analysis of 100,000 replies received to the Association's recent Questionnaire to members showed 97% in favour of petrol taxation.

Road Fund.

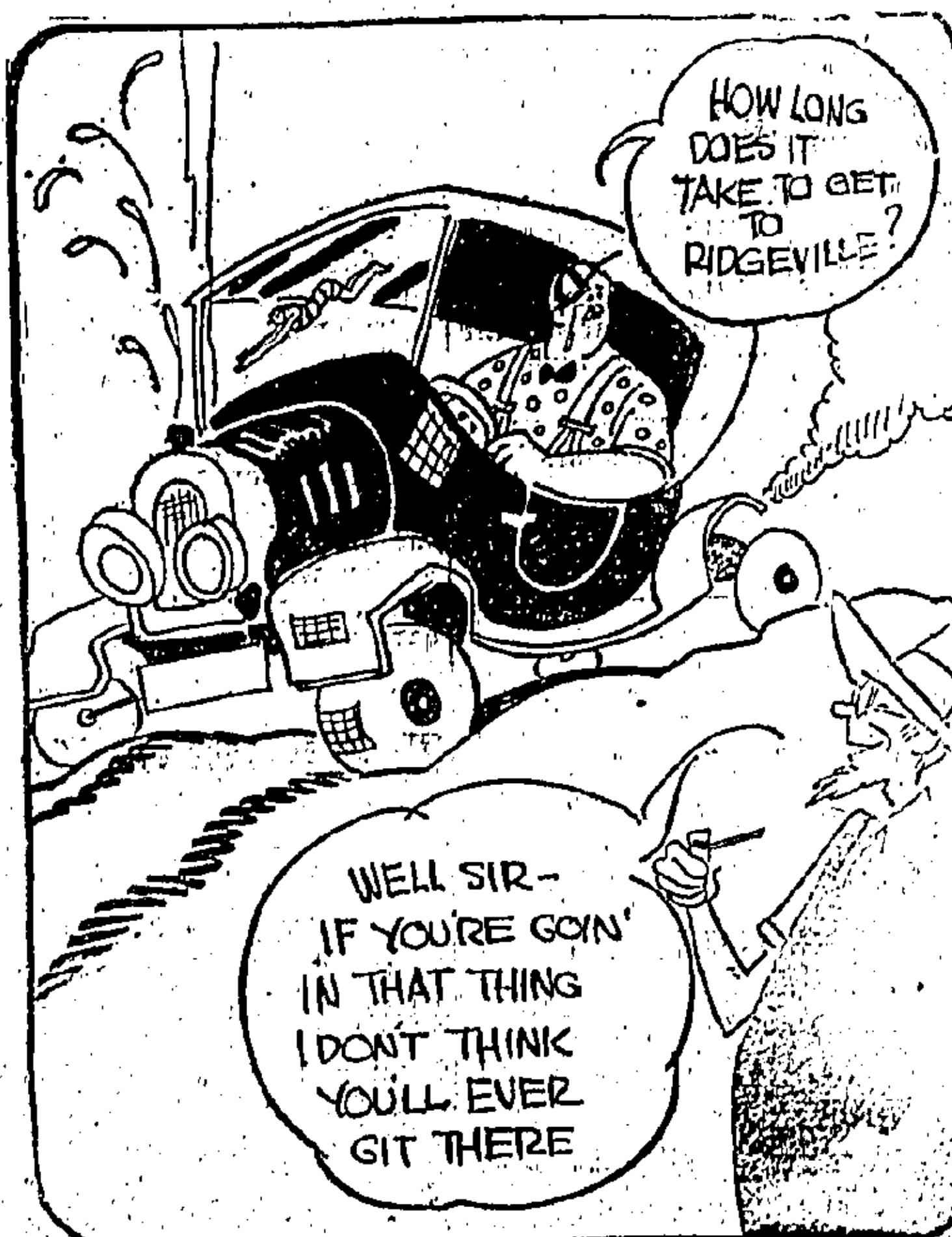
Following the diversion of a huge sum from the Road Fund for other purposes, the Association organized a Petition to Parliament—which was signed by 860,000 road users—urging that any surplus beyond requirements for road construction and maintenance, should be devoted to the reduction of the existing motor taxes.

PRIZE WINNER LOST.

Some one of the name of Alan Dare is roaming about England ignorant of the fact that a brand new Wolseley Motor Car is awaiting him as his prize in a recent competition.

CAR OUTPUT AHEAD.

With a production of 1,744,040 cars for the first six months of 1927, the automobile industry has exceeded its 1926 figures for this period by almost 10 per cent.



HARLEY-DAVIDSON

FORE-WHEEL BRAKES, THROTTLE
—CONTROLLED MECHANICAL
OILER AND AIR-CLEANER

are prominent advancements.

SPECIAL SPORT SOLOS ARE
LEADERS

FIRST SHIPMENT ARRIVING 20th.
SEPTEMBER By the S. S. "EMPRESS
OF CANADA."

BOOK YOUR MOUNT NOW.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Take Bus Route No. 7. (Passes Door).

When You Say—

"Give Me A Gallon of Oil!"

You Forget—

Poor Oil Breaks Down!

A blast of power! A smashing explosion! A one-ton force applied to the heads of your pistons—a concentrated pressure of shattering force.

2,500 of these pressure forces exerted every minute you travel in the average car at 20 miles per hour—5,000 at 40 miles.

If you could see how ordinary oils collapse under this work and heat, you would never again say merely, "Give me a gallon of oil." No!

You'd never again take chances on oils that are good enough under favourable conditions but not good enough under spurts of speed, or long fast driving, or in climbing long steep hills.

Remember this the very next time you buy oil: Mobiloil is a specialized LUBRICATING OIL. Mobiloil retains its lubricating value at the highest speeds. Mobiloil lubricated the planes used by the U.S. Army "Round-the-World" fliers, by Commander Byrd when he flew to the North Pole, and by Capt. Lindbergh in his thrilling flight from New York to Paris.

GASCOLE
Mobiloil
Make the chain your guide

VACUUM OIL CO.

G.M.C.—THE MODERN TRUCK.

This entirely new line of General Motors (G.M.C.) Trucks is powered by the famous 6-cylinder Buick Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types:

1-ton Model T-20—6-cylinder:

132-inch wheelbase 23.44 horsepower

2-ton Model T-40—6-cylinder:

136-inch wheelbase 29.40 horsepower

150-inch wheelbase 29.40 horsepower

162-inch wheelbase 29.40 horsepower

2-ton Model T-50—6-cylinder:

136-inch wheelbase 29.40 horsepower

150-inch wheelbase 29.40 horsepower

162-inch wheelbase 29.40 horsepower

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD --- HAPPY VALLEY.

THE MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England
(Under the auspices of the Automobile Association)

SPECIAL RATES TO MEMBERS OF THE HONGKONG AUTOMOBILE ASSN.

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Announcing

New Arrivals

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B. S. A.

MOTOR CYCLES

Model S27 4.93 h.p. O.H.V.

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Our economical handling cost, complete stock of spare parts, and efficient service ensure complete satisfaction to every B.S.A. rider.

Lead the way on a B.S.A.

Sole Agents:

THE SINCERE CO., LTD.

TWO OF A KIND.

By C. E. T. Milner in *The Morris Owner*.

As was my custom, I drew up beside the pump, and as Jim came out with his cheery "Good morning, sir," I should and replied, "Four gallons, please."

I had not been in the town many months, but nevertheless I had learned to like Jim very much, not only for his never-failing good humour but also for his good advice. I thought I'd pull his leg a little—to see what I should get out of him.

Smiling Through.

When he removed the pipe from my tank I remarked, "How is it, Jim, that you manage to keep a smiling face for all your customers—it must be a bit of a strain?"

"Well, sir," he replied, reflectively, "it's only because I can manage to see the funny side of things. For instance, only half an hour ago some dear, kind gentleman drew his car up here and ordered a pint of oil. This I gave him. Then he remarked that his rear mudwing rattled, would I tighten it up? I did, after removing the accumulated mud of about four seasons' running from its underside. This completed, he asked me if I'd put a little wind in his off-side back tyre, as it was flat. I also obliged him there. And before driving off he rewarded me with the price of the oil—plus a much-worn, and incidentally defaced, threepenny bit!"

"I laughed, there was nothing else to do!"

At this juncture a neat little two-seater swept round a bend in the road and drew up expertly just in front of my car. A smart-looking young lady alighted, and, with just a nod to Jim, appropriated a two-gallon tin of oil, placed it in the car, then drove off—treating us both as she did so to an example of how gears should be changed!

"A privileged customer," I remarked, as I turned to watch her car disappear up the road.

"Rather, sir," he replied. "Yet at one time a serious rival!"

"Rival?" I queried.

"Yes," he replied, smiling. "She runs the Crossroads Garage at the other end of the town. I hadn't been here long, and the Crossroad wasn't opened when she drew up outside here one day and got me to spend half an hour adjusting her fan belt and sundry other little jobs, whilst she pumped me about the car owners' round district."

Then, when she'd got all the information she required, she paid me and remarked, "I hope we shall get on well together, Mr. Plugs—I'm opening the Crossroad Garage next week."

Tit For Tat.

Here Jim paused, then continued: "Then sheer cheek of it absolutely left me dumb, and after business I made a few enquiries and learnt she had been a driver during the war, and knew cars inside out. However, I levelled up the score a few days later."

A Rival Concern.

"A garden party was being held over at Ashley Marsh in the afternoon, so at about one o'clock I rang her up and said that I'd arranged to take old Colonel Leighman there in the car, but it had developed serious engine trouble in the morning. Would she go instead? She jumped at it—and went."

Here another pause, so I asked: "I suppose the Colonel did not intend going?"

"Yes, sir. He did!" came Jim's dry response. "But in his carriage and pair—he abominates cars!"

I chuckled. "Relations were rather strained after that for some time, but one day she caught me beautifully," Jim continued. "A phone call came through from Mellingford, eight miles away. Could I go across to the new flying club that day, as their mechanic had failed to turn up—it would only be a short job—come to the clubhouse in the High Street first?"

"I went."

Getting Square.

Jim accepted the cigarette I offered, and resumed: "It was someone she'd put up to ring me—and when I got there with my kit of tools complete I found it was a pigeon flying club!"

I smiled.

"That's a remarkably neat joke, Jim," I said. "She is certainly one-up on you now. What are you going to do about it?"

"Oh! I settled it after that properly, sir," he remarked, as he moved away to where, in attempting to tick over, a pre-war two-seater was flapping its mudwings like an asthmatic hen. "I married her!"

AERO ENGINES.

Manoeuvre, Speed and Reliability.

The three essentials in an aeroplane are speed, manoeuvre and reliability.

The design, power and high-grade workmanship of the Napier Lion gives these essential features to aircraft to which it is fitted.

Although nominally rated at 450 H.P. the Napier Lion actually develops 502 H.P. and 2,200 r.p.m., and this high power is obtained with the low weight of 1.8 lbs. per horse power developed.

So compact is the design of the Napier Lion that it is easy to install and streamline, thereby adding considerably to the efficiency of machines to which it is fitted.

As to reliability, the Napier engine has proved over and over again its consistency, not by mere "stunt" flights with un-commercial machines, but on long distance service flights, and in every-day commercial flying.

On two separate occasions have four machines flown from Cairo to Cape Town and back. No other engine in the world has carried out such flights giving full efficiency.

The engines employed were standard Napiers taken from stores without any special tuning and on both occasions all engines came through without giving the slightest mechanical trouble.

For some eight years Napiers have been one of the mainstays of a civil aviation, and at no time since air line work to the Continent began have the representative air liners driven by Napier Lion engines.

Further, Napier engines run at least 30,000 miles (300 hours) between overhauls.

For Economical Transportation



IS COMING!

HIGHER SPEED.

California's Road Laws.

California has decided to take drastic action to make motoring safe and pleasurable, by its passage of perhaps the most revolutionary set of auto laws in the country.

These are called the Breed laws, after the legislator who initiated them, and cover practically everything in motoring from speeding up the slow driver to preparing the way for compulsory auto liability insurance.

Under these laws, the speedy driver gets more sanction of the authorities than does the "slow-poke." It is the reckless, drunken and inefficient driver that is under ban of the new laws.

According to the Breed auto code, the legal speed limit is increased from 35 to 40 miles an hour on the highways, while penalties for drunken and reckless drivers are made swifter and harsher.

By adding another cent tax on gasoline, making the rate three cents a gallon, the state expects to apply the additional revenue of \$10,000,000 yearly to the construction and maintenance of perhaps the finest highway system in America.

The new law requires drivers to pass state examinations and denies licenses to the physically and mentally unfit.

By using 6 per cent. of the gas tax and the money from a \$10,000,000 bond issue, the state will start eliminating grade crossings.

Besides this positive action, the authorities are paving the way to compulsory insurance by naming a commission to study this problem. Discussions also concern the slow driver, especially in connection with the problem of creating two-speed highways to take care of such motorists.

THE KING OF EGYPT.

Chooses Rolls-Royce.

H.M. King Fuad has been using a 40/50 h.p. Rolls-Royce "New Phantom" car during his recent visit to London. His Majesty has a car of this type in Cairo for his own use on State occasions.

THE WATER-SPLASH.

"Well," said I. "What about it?"

"I leave it to you, partner," said my passenger, trustfully. I gazed at the imposing sheet of water spread before us.

"There's a dickens of a lot of temperance drink lying about," I remarked, doubtfully, "but it is an obvious ford. There are wheel marks on both sides."

"Perhaps it is not very deep," said my passenger, hopefully.

"True," said I. "Suppose we try it very slowly. If it seems to be getting deep we'll back out."

I drove in very cautiously and slowly. The water was quite shallow—less than half-way up the wheels. It was dead, easy. We proceeded thus for some ten or fifteen yards, then, all of a sudden, there was a lurch. The front wheels and half the bonnet disappeared from view. The engine stopped, and a cloud of steam arose. We were in the soup—it looked like soup, anyhow.

We took off our boots and disembarked. It was mighty cold. Then we worked. Heavens, how we worked! Finally, we got the car ashore.

Water, water everywhere. In the magneto, in the carburettor, in the sump. We slaved for hours before we got her going. We went home another way.

Our colds are better now. Our tragedy has become a comedy in retrospect, but next time I come to an unknown water-splash I intend to investigate carefully before venturing in.

C.A.P. in *The Morris Owner*.



IF CLOTHES MAKE THE MAN

Then style makes the motorcycle. We have the best styled motorcycles; they have power, speed and class.

As a small peace-offering we will give the buyer of any of the following motor-cycles the choice of an A1 Insurance Policy or a Speedometer fitted to his mount. In addition, we make a specially favourable price for cash.

This offer is for 30 days only, whether for cash or hire purchase plus 90 days free service on his mount.

It will pay you to buy now.

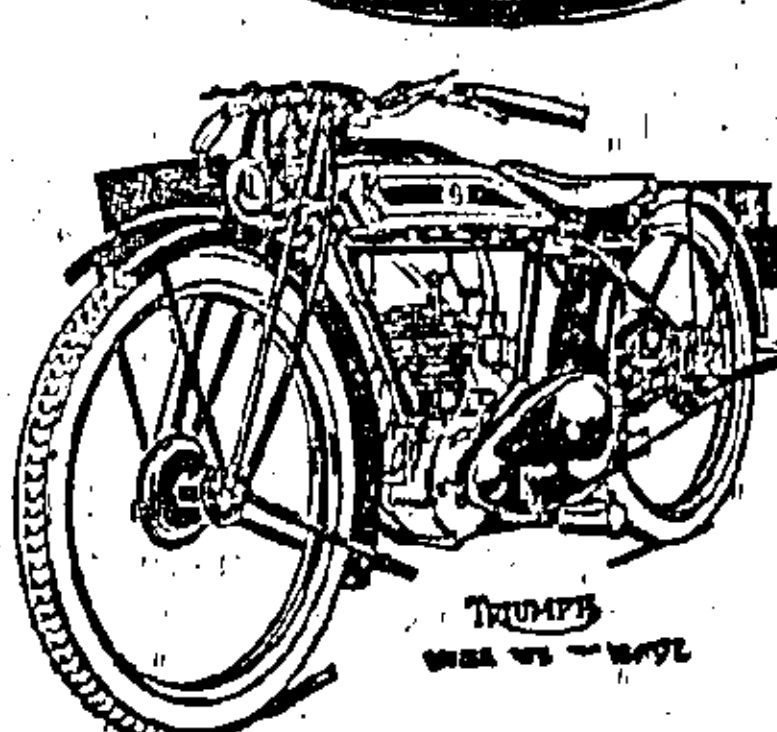
FRANCIS BARNETT

Model 4 £36.10.0.
Model 5 39. 0.0.
Model 9 45. 0.0.

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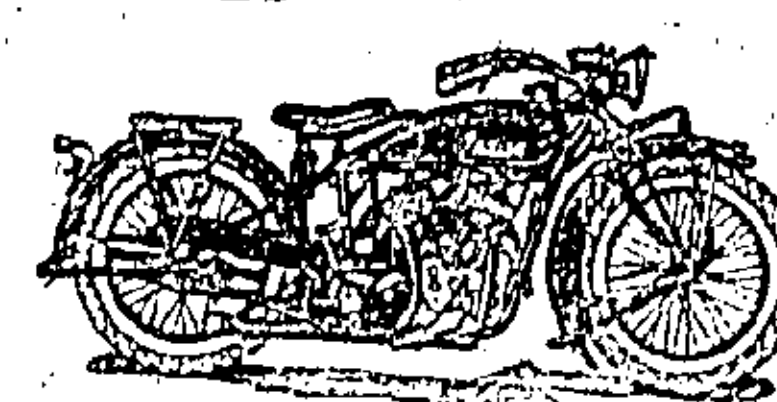
Model H1 £116.10.0.
Model H3 65. 0.0.
Model H5 61.10.0.
Model H6 66. 0.0.
Model H8 73. 0.0.

TRIUMPH



N. Standard £55.0.0.
N. De Luxe 60.0.0.
TT 83.0.0.
SD 72.0.0.

INDIAN



Indian Prince G. \$265
Indian Scout 330
Indian Chief 380
Indian Big Chief 390

DOUGLAS

Douglas EW. £39.0.0.

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We can promise you an enjoyable chat, and you will not be pressed to make a purchase.

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ENGINE DESIGN.

Diesel Units for Cars.

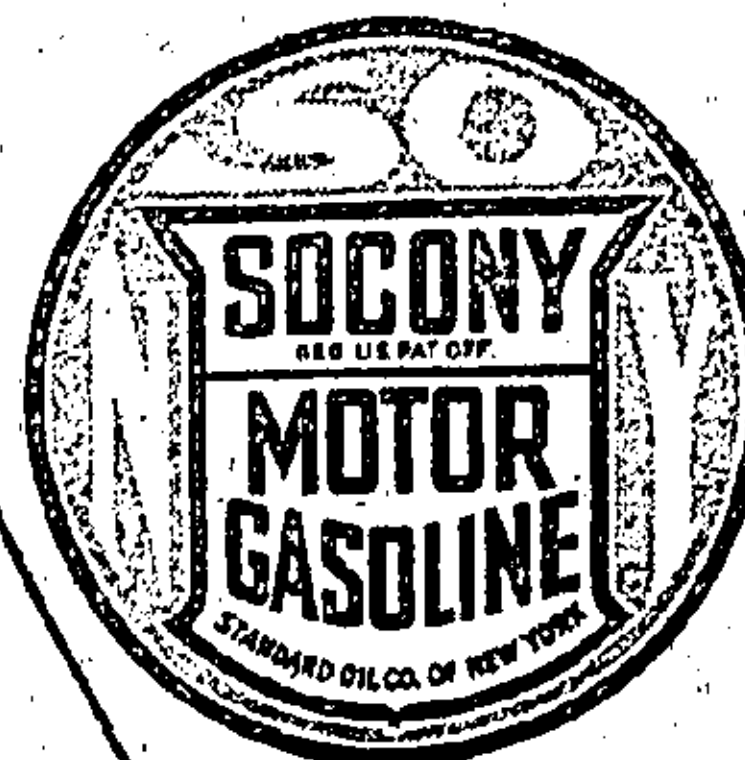
Are we on the eve of a revolution in motor car engine design? Perhaps it would be premature to put it that way, but facts published recently in "The Autocar" regarding Diesel engine developments go far to show that this type of engine, working as it does without separate ignition apparatus and on low grade oil fuel, has reached a stage of development which proves it to have definitely left the stationary or marine engine stage where principally it has shown its merits up to the present.

SINGER NEWS.

The "Junior" in Spain.

Reports have recently come to hand of a remarkable performance by a Singer "Junior" in a hill climb near Barcelona. This little car comes into the 1,100 c.c. class, in which it gained first prize, actually putting up a better performance than many of the cars entered in the larger classes. By so doing it made a very auspicious first appearance in competition work in Spain, despite the fact that at the time when the climb was made the functioning of one cylinder was affected by reason of a loose valve tappet.

Give your high gear some exercise on the hills by using SOCONY, the gasoline that brings the mountains down to the motorist



SOCONY
Gasoline and Motor Oil

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TEXACO MOTOR OIL

TEXACO GASOLINE
THE VOLATILE GAS

DISTINCTIVE
UNIFORM
QUALITY

FIRE APPLIANCES.

Portable Pumps.

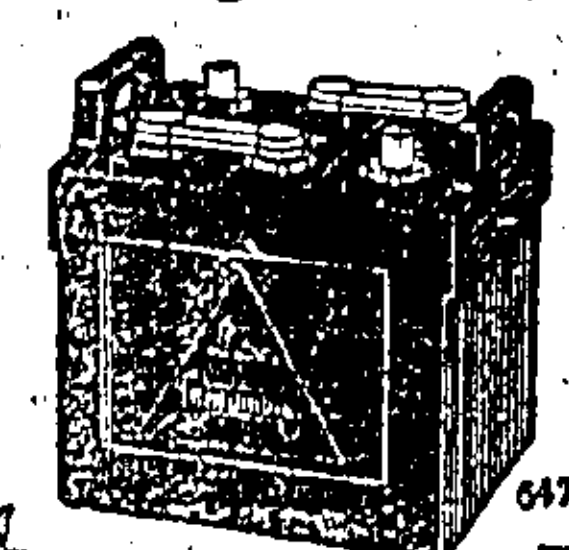
The Leyland portable fire pumps are finding their way into all parts of the world, says a London correspondent. Among recent orders is one from the Hongkong Government Fire Brigade for a portable Leyland pump with B.S.A. combination. Another pump of the same make has recently gone out to the Municipality of Puncal, Madeira.

COLUMBIA

Storage Batteries at their present low prices offer you the greatest value for your money possible to obtain. Powerful, long-lasting, economical, the Columbia is the ideal battery for your car.

The Dragon Motor Car Co., Ltd.
Phone C. 1246 or 1247.
33, Wong Nei Chung Road
Happy Valley.

Columbia Storage Battery

**HOLIDAY MOTORING PROSPECTS.****Insurance and Maintenance.**

(By H. Massac Buist, in the Observer.)

Motor vehicle registrations and sales put it beyond question that there will be an unprecedented amount of motor car traffic on the roads of this country during the next six weeks. No wise motorist will start his holiday without having properly insured himself in his capacity as driver, his and those who may be carried in it. Scarcely less important, nobody receiving an insurance policy should put it away without examining it carefully. In too many cases, when it comes to putting in a claim, it is discovered that there is a vast difference between what the insurance company meant in drawing the policy and what the insured party thinks it meant. Thus, doubtless, the majority of motorists taking the road to-day possessed their cars in 1926, or earlier, and insured them for given sums since the moment of ownership.

Suppose that in the course of the next few weeks, however, your machine should be rendered quite useless through collision or other accident, the company will not pay you the full sum for which your car is insured, in spite of the fact that the given sum is the value at which the policy stands as it is renewed by payment from year to year. I would suggest that any holder of a policy who is in doubt as to how he would stand with the company concerned in the event, admittedly unusual, of total loss, should ask it when renewing the policy each year what in its estimation is the depreciated value of the car for the coming twelve months for which it is insured afresh.

Clauses in respect of total losses are variously phrased. Thus one will read "the amount insured is the agreed replacement value." But if a policyholder has not an agreed replacement value dissatisfaction may arise. Other phrases are less satisfactory, but more usual. Instance that to the effect that "in the event of total loss the company will pay to the insured the reasonable market value to the time of loss or damage"; or "the company will pay up to and not exceeding the sum insured." The last seems to read reasonably, but, of course, it is never intended that the sum of which a car was originally insured when new, or even when acquired secondhand in a certain condition, should be the actual amount of money payable when it becomes a total loss at some later period exceeding a year. In any case the lapse of time would lower the market value of the given vehicle.

Problems Of Valuation.

This is one of our difficulties in this country. Most insurance companies intend to be quite reasonable in respect of the market value of the car at the time of an accident as far as that is ascertainable. Generally, however, it is not discoverable owing to the fact that there are more makes of cars in the world, and that each manufacturer makes many more than one type, European builders redesigning cars at very frequent intervals; all which has a very marked effect on the rapidity of depreciation value, as well as restricting the market for used cars. Therefore it is very difficult to arrive at a sum of money which is both the market value and a satisfactory sum for the holder of a policy who has sustained the loss of his vehicle. Indeed, as any motor trader will tell you in a period where a very large proportion of car business is done by taking an owner's car in part exchange for a new type he acquires there is grave difficulty, since the owner rarely agrees to the sum of money offered him.

Moreover, a car that may be insured, let us suppose for £500, may not be so damaged in an accident as to make the claim one for total loss. If the owner was insured for that sum of money three years ago, and it got badly damaged during this holiday season, the owner might think himself making quite a reasonable claim if he wanted £255 to put the machine into condition. Probably, however, the value of the car before the damage occurred was not £255.

To-Morrow's Brooklands Programme.

While the vast majority of motorists in this country will be far from Brooklands, seeking the seashore and other regions to spend their holiday, nevertheless some of thousands will be within convenient range of the Brooklands Automobile Racing Club's track at Weybridge, on which a particularly attractive programme has been arranged, and for which good entries have been received. The first race starts at one o'clock to-morrow, and the president's Gold Plate will be awarded to the winner of the 75 m.p.h. Long Handicap. There will be four two-lap handicaps, four three-lap handicaps, and a fifty miles handicap for cars without limitation of engine size.

The Junior Car Club has issued the regulations for the Seventh Annual 200 Miles Race for Light Cars at Brooklands, October 15, a date chosen to enable visitors to the Motor Car Show at Olympia to go to Weybridge.

Captain Malcolm Campbell has entered a Bugatti, and Mr. Eyston another machine of the same make for the Royal Automobile Club's Grand Prix Race at Brooklands on Saturday, October 1.

The long distance test of motor cycles lubricated with Shell oil and observed by the Auto-Cycle Union, resulted in a complete success for every machine engaged.

One of the most ingenious accessories is the Houdaille tyre pressure equaliser, which ensures equal pressure in off and near side tyres, thereby easing the steering, assisting to achieve equal braking pressure, and improving road holding qualities when cornering, among other gains, the cost being 12s. 6s. from the Houdaille Suspension Company, Ltd., of 69, Dratton-gardens, S.W.10.

The outstanding novelty in the Daimler Company's 1928 car building programme is a 12-cylinder engined 30-h.p. chassis.

MARINE MOTORING.**New Type of Motor Boat.**

Particulars have come to hand of a craft which as a Motor Boat must stand in a class by itself. It is one of those slim Canoes fitted with Outrigger Floats of the type which the natives of the Far East Indies have used for ages past. Carved out of a solid tree trunk this unusual craft has been cleverly adapted by a keen marine motorist in the Dutch East Indies. The hull is only 2 ft. 8 in. wide inside, yet in this confined space he has been able to install an up-to-date marine engine in the shape of a 10-16 h.p. four cylinder Ailsa Craig Kid Unit—one of the famous series of Marine Motors made by the Ailsa Craig Motor Co., Ltd., of Chiswick, London. So compact is the engine—it is only 12 in. wide—that in spite of the narrow beam there is sufficient space left on each side to get at the carburettor, sparking plugs, etc., with perfect ease. Naturally close co-operation between the Engineers and the Owner has been essential to success, and it is satisfactory to record that a propeller has been designed by the Ailsa Craig Motor Co., with which a speed of 15 miles per hour is obtained. As an instance of the adaptation of the ancient to the modern this case is probably unique, while it also shows that there are British manufacturers, like the Ailsa Craig Motor Company, alive to the necessity of providing engines which will meet the various requirements of the markets of the World.

for Economical Transportation



IS COMING!

THE GREATEST BUICK EVER BUILT.

Series 115 is powered with the famous Buick Valve-in-head 60 horsepower triple-sealed engine. The bore of this motor is 3-1/4-inch—stroke 4-1/4-inch—R.A.C. Rating 23.44 horsepower. Series 120 and 128 are powered with the famous Buick Valve-in-head 75 horsepower triple-sealed engine. The bore of this motor is 3-1/4-inch—stroke 4-1/4-inch—R.A.C. Rating 29.40 horsepower. These 1928 model Buicks will be available in the following types:

Series 115 Model 20	5-seater 2-door Sedan
Series 115 Model 24	4-seater Sport Roadster
Series 115 Model 25	5-seater Sport Touring
Series 115 Model 27	5-seater 4-door Sedan
Series 115 Model 28	4-seater Coupe
Series 120 Model 40	5-seater 2-door Sedan
Series 120 Model 47	5-seater 4-door Sedan
Series 128 Model 49	7-seater Touring
Series 128 Model 50	7-seater Sedan
Series 128 Model 50L	7-seater Limousine Sedan
Series 128 Model 54	4-seater Sport Roadster
Series 128 Model 55	5-seater Sport Touring

Vibrationless beyond belief—that is the outstanding fact about the Greatest Buick Ever Built. Here, at last, is transportation in which you forget the vehicle and experience only the delight of smooth effortless travel. All models have four-wheel brakes—Balloons Tyres—controllable beam headlights, with control switch on top of steering wheel—air cleaner—oil filter—fuel strainer—crankcase vacuum ventilator—automatic windscreen wiper—jack—high pressure grease gun—tool kit—tyre pump—transmission lock—cowl or windscreen ventilator—rear vision mirror—indirectly lighted instrument panel—as well as numerous other valuable and distinctive features. Our first shipment of six of these 1928 Buicks, due to arrive in September, has already been sold. Orders will necessarily have to be filled strictly in rotation.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD - - - HAPPY VALLEY.

BUICK for 1928

Initial Shipment Due Soon.

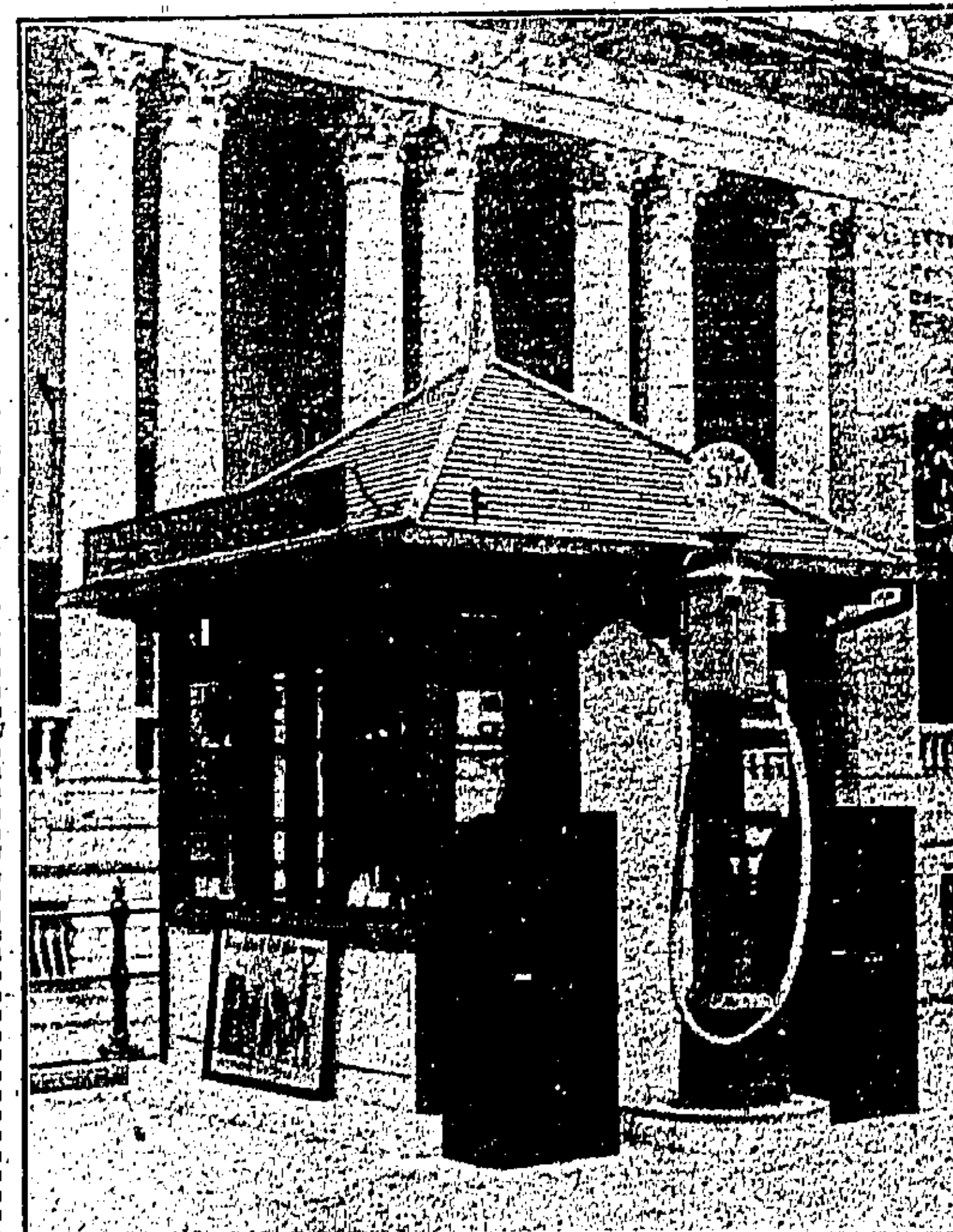
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A NEW Ultra-fine Tourer by Studebaker

THIS new ultra-fine Studebaker Tourer provides superlative motoring comfort for five or seven passengers. Beneath the bonnet is stored the power of a sea-going tug combined with the speed of a hydroplane. Its quiet six-cylinder engine is rated the most powerful in any automobile in the world of its weight and size. Lustrous duo-tone cellulose finish; gleaming nickel radiator, bumpers, front and rear, windscreen stanchions and fittings;

deep cushions, upholstered in genuine leather of a colour to harmonize with the body; a flat folding hood with natural finish wood bows and snug curtains—all bespeak its outstanding quality. Four-wheel braking, balloon tyres, plus many items of extra equipment—without extra charge. Come, see for yourself that this Studebaker Tourer is fitted and finished as luxuriously as a royal carriage.

THE HONGKONG HOTEL GARAGE

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NEW CARS AND ACCESSORIES,
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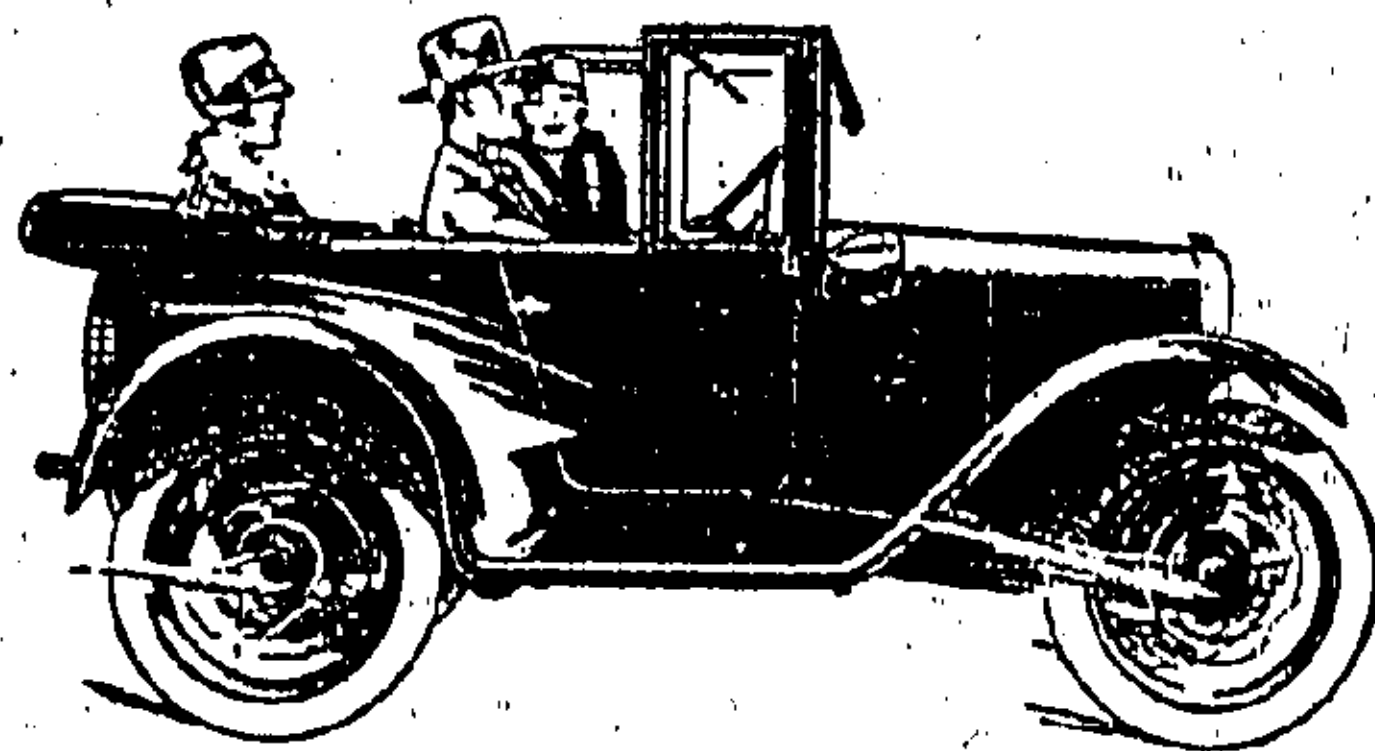
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BUILDERS OF QUALITY VEHICLES FOR 15 YEARS

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OLDSMOBILE 6-CYLINDER MOTOR CARS.

110-1/2-inch wheelbase—30 x 5.25 Ballon Tyres—six 2-7/8-inch x 4-1/4-inch cylinders—19.84 horsepower (R.A.C. Rating)—L-head engine—crankcase ventilation (dual air cleaning and oil filter)—only 3 to 4 oil changes a year—four-wheel brakes—harmonic balancer—two-way cooling—three-way pressure lubrication—honed cylinders—high velocity, hot section manifold—double valve springs—silent timing chain—full automatic spark—thermostatic charging control—balloon geared steering—double offset, low gravity frame—easy shift transmission—twin-beam headlights, controlled from steering wheel—Duco finish beauty of line—and many other features of demonstrated worth. This entirely new Model Oldsmobile will be available in the following types:

- Series E Model 30 5-seater Standard Touring
- Series E Model 30 5-seater De Luxe Touring
- Series E Model 30 5-seater Standard Coach
- Series E Model 30 5-seater Standard Sedan
- Series E Model 30 5-seater De Luxe Sedan

The first shipment of the Touring Cars due to arrive soon has been sold. Of the second shipment three have already been sold. Orders will be filled strictly in rotation.

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ENGINE TROUBLES.

More Hints.

Most of our automotive instruction books warn us when to have the valves of our engines ground and to see that accumulated carbon is scraped out of the cylinders and that our spark plugs operate properly.

Trouble is we generally forget our instructions before reaching the first 1,000 miles, and so we go on driving until the engine balks.

It begins to miss, and we're up in the air for lack of knowing what to do.

Looking again at our instruction book, we find that knowing what to do in this case is rather a simple matter.

First, to find the miss—or the missing cylinder.

That's merely a matter of shorting the spark plugs, in nine cases out of ten. A wooden-handled screw driver is used. It is applied at each spark plug, so that the steel makes a short connexion between the top of the spark plug and the cylinder head.

If this act slows up the motor still further, it is a sign that that spark plug is hitting properly, and the search may go on to the next spark plug.

If then is a matter of taking out the plug, cleaning it thoroughly with gasoline, setting the points so that they will be a thin dime's thickness apart, and replacing it.

If the engine continues to miss, the trouble might be in the distributor. The cables at the casing might be shorted, due to dampness or to the rotting of the insulation. They should be inspected and kept fully insulated from one another.

Sometimes moisture, after a car is washed, gets into the distributor, especially if the casing isn't moisture proof. Mere drying out would correct that fault, but to prevent a recurrence it might be best to pour some sealing wax over the distributor terminals on top.

Otherwise a brush may make poor contact in the distributor or there may be poor contact from rotor spring to centre terminal. Tightening may help, but this part may require replacement.

In case of further trouble, especially if missing is irregular, we might look to the compression. If the car doesn't pull well, if it seems to be "slopping" along too easily and there is no "feel" of a pull at the wheel, you may be assured the engine's compression is at fault.

That means, generally, the valves need grinding and resetting, carbon needs to be scraped and perhaps the pistons require new rings. The last, however, doesn't happen often unless the car isn't oiled regularly and is otherwise abused.

If the missing is irregular and the ignition is found in good order from distributor to sparkplug, the trouble might lie in poor adjustment of the carburetor. A poor mixture might cause the trouble.

Carburetor adjustment, however, usually stays put either for summer or winter driving, and should not be tampered with.

TRIUMPHS IN THE T.T.

Simister's Gruelling
Ride to Finish.

Senior T.T. Races.

Triumph riders did extremely well in the 1927 Senior T.T. Race—the World's Classic Motor Cycle Event. Mr. T. Simister finished third on his 4.98 h.p. two-port O.H.V. Triumph, completing the gruelling course of 264 miles at an average speed of 55.75 m.p.h.

He crashed at Craggy-Baa on the first lap, rolling over with his machine on top of him, but managed to get clear of it and was away before one could realise what had happened. A cheer awarded his efforts, which grew louder in volume as he sped down the road, kicking his offside foot-rest straight as he went. At the end of the fourth lap he lay in fifth position, on the fifth lap he occupied third place, and on the sixth lap he ran into second position. Starting away on the final lap with the set determination of maintaining his position, he had the misfortune to run off the course at Ramsey, which cost him several seconds, but he finished third on a mount the prototype of which has been responsible for breaking many British and World's Records at Brooklands.

Triumph machines in the race were practically standard models and their riders gained three T.T. Replicas, a greater number than that awarded to any other manufacturer. Thus their reliability and speed have once again been proved beyond all doubt.

OVERSEAS MOTOR TRADERS' CLUB.

British Motor Industry's Innovation.

Not infrequently the Britisher is accused of offering rather a cold welcome to the stranger within his gates. He is, perhaps, temperamentally less able to give an impression of heartiness than are members of certain other nations, but it does not at all follow that he is any the less anxious to do everything he can for his visitors.

In the case of the British Motor Industry, a real organised effort is being made to offer every possible kind of assistance to motor traders visiting Great Britain. With this end in view, the British Manufacturers' Section of the Society of Motor Manufacturers and Traders is establishing a centre or club for the free use of motor traders from Overseas. Suitable accommodation has been secured at 21, Northumberland Avenue, London, W.C.2.

This position is, of course, extremely central and conveniently situated from the point of view of hotels, theatres, etc. It is for another and, from the point of view of Empire Trade, more important reason peculiarly suitable for this particular purpose. The premises are in a building owned by and connected with the Royal Colonial Institute, to which there is direct access by way of the Institute's newspaper room, in which are regularly displayed practically all the leading daily papers and periodicals of the British Empire Overseas.

Next to the newspaper room is an equally comprehensive library of publications of all kinds dealing with all parts of the British Empire. For the rest, the Royal Colonial Institute offers all the comforts of a West End club, with the sole exception of bedroom accommodation, which, after all, having regard to its position adjacent to so many of the leading hotels, is a matter of minor importance.

Any bona fide motor trader visiting Great Britain is entitled to honorary membership of the Overseas Motor Traders' Club. If he is qualified, that is to say, if he is of British nationality, the British Motor Industry will, immediately on his arrival, arrange for him to be put up for election by the Council of the Royal Colonial Institute without delay, paying any necessary fees on his behalf in the event of his election as a Fellow of the Institute. If and when he is elected, he can use the Institute freely. There he can lunch, dine, play billiards or bridge, meet and entertain his friends, and keep in touch with the news of his own part of the Empire through the columns of his own local papers.

The special premises provided for the members of the Club as their private preserve are open to Overseas motor traders of all nationalities. In the first instance, the premises do not need to be extensive, for the present they aim at nothing more than the provision of accommodation for motor traders from Overseas who wish to conduct business interviews, read the technical papers, write letters, make use of the telephone, or get little services rendered there, either of a business or of a social character. If, however, the Club is found to fill a really serious and considerable need, the necessary extensions will be undertaken later.

Any motor trader intending to visit Great Britain this autumn is advised to write to the Manager of the Overseas Motor Traders' Club, 21, Northumberland Avenue, London, W.C.2, stating the approximate date of his arrival. If he wishes hotel accommodation to be booked on his behalf, an exact date should be given and also a clear indication of what he is prepared to pay for his accommodation. The management of the Club will then make the necessary reservation on his behalf, booking his room only for the shortest possible time, so that if on arrival he finds that it is not just what he requires he is in no way tied to it. Visitors who have no permanent address in London to which letters can be addressed may use the Club for this purpose. Subsequently during their stay in Great Britain all that it is necessary for them to do to keep the management of the Club informed as to their whereabouts, when all letters and other communications will be promptly forwarded to their address for the time being.

In some cases, visitors will find the Club useful for putting them into touch with the right officials of any motor manufacturers whose works they wish to visit, and for making the necessary appointments on their behalf by letter or telephone. The Club will also be available, without charge, to Overseas motor traders for the purpose of dictating letters. The services of experienced shorthand typists will be provided, without charge; thus the Overseas British trader who has, let us say, dictated some business letters in the course of a morning, can go across to the Royal Colonial Institute for his

lunch and return later in the afternoon to find his letters all ready for signature, and if it is inconvenient to the visitor to return to the Club to sign his letter when they have been typed, they will be promptly forwarded to his address for signature.

The above will give a fair indication of the purposes for which this Club is being established, but necessarily does not define all the uses that may be made of it. Broadly speaking, the idea is to do everything possible to make the visitor feel at home on his arrival, and to assist him in every way in which he may require assistance during his stay.

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(Signed).....

(The original of this letter, which speaks for itself, may be seen at the Agent's office in Hongkong.)

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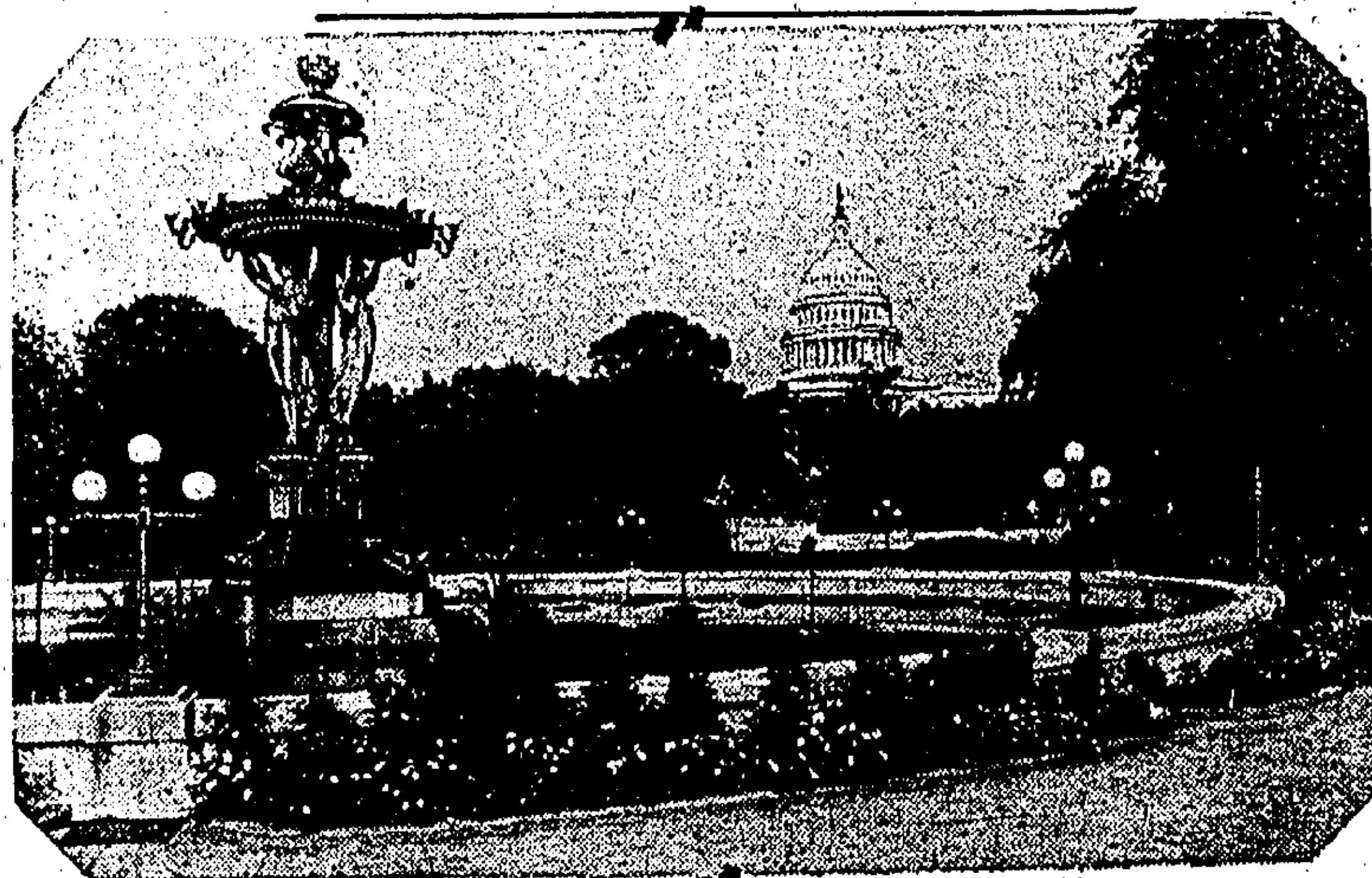
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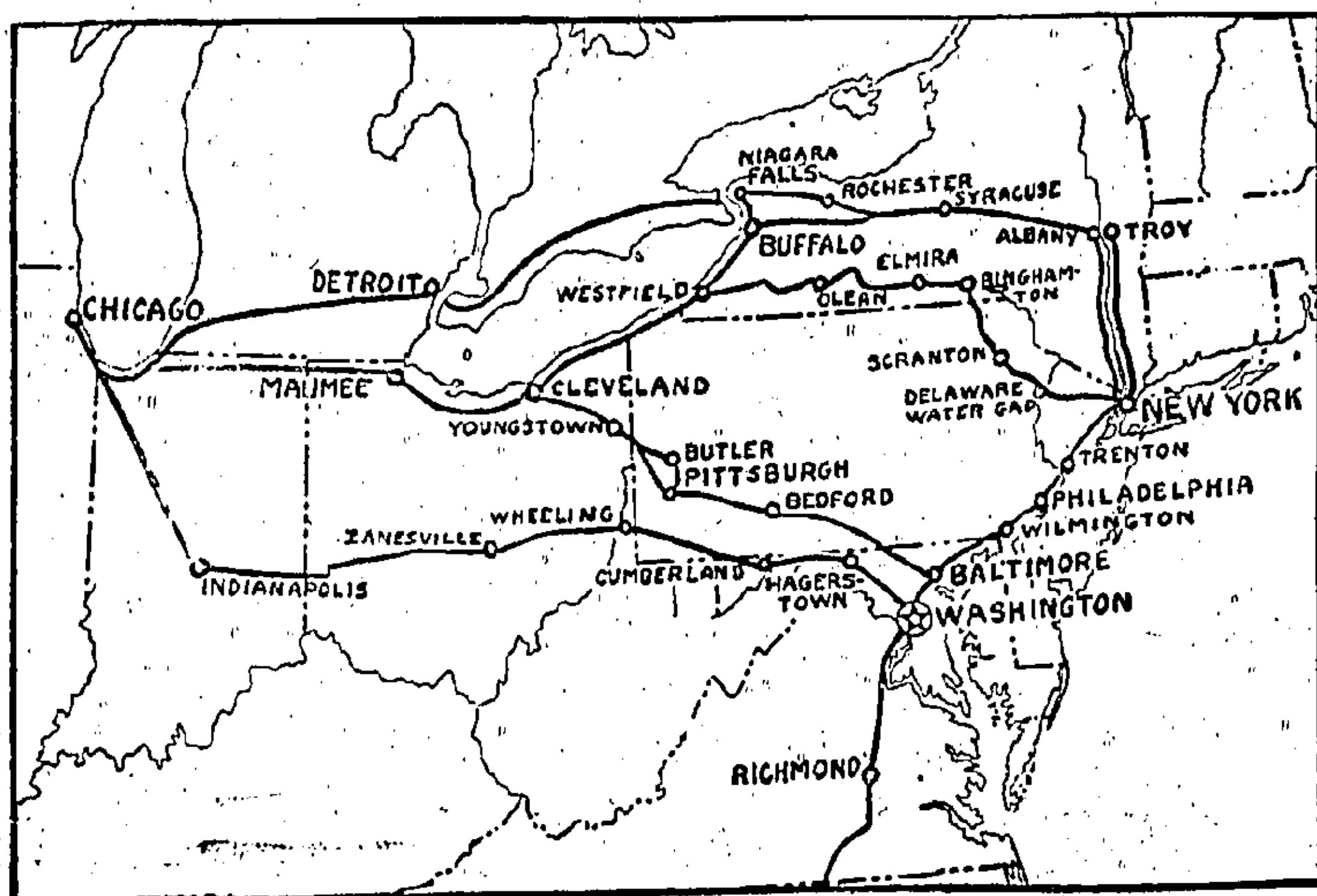
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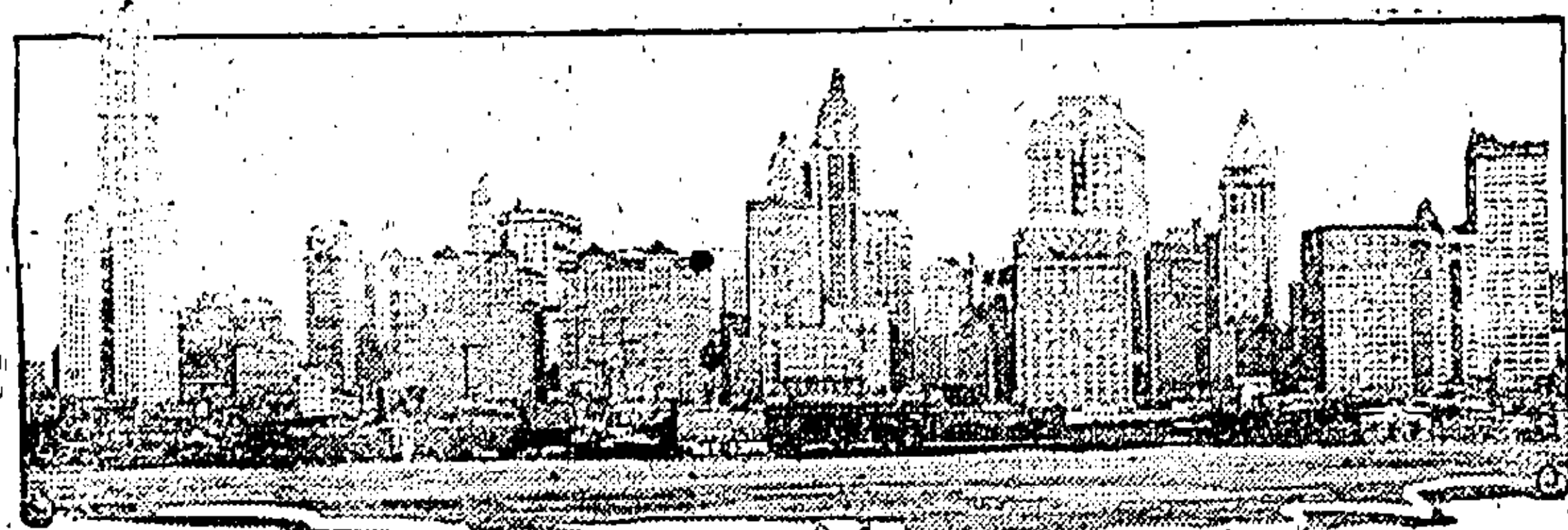
(Special to The Hongkong Telegraph.)



Typical of Washington this view from the famous Bartholdi statue to the Capitol.



These roads, as the map shows, lead over mountain and valley to New York and Washington.



This is New York, with its famous skyline as seen from the New Jersey shore.

New York, Aug. 3rd.—The roads from the west are paved with concrete and lined with beauty, on the way to the two great Meccas of the east—New York and Washington.

For the predominance of motorists in the eastern states, and their resultant great contributions to the state and federal treasuries have opened up immense areas of mountain and valley, of rolling plains and monotonous flatlands to the view of the tourist. Thousands take advantage of this despite the great trend of other thousands to the national parks and monuments of the west.

New York, despite the great exodus of its own population in warm weather, is still a summer resort to the other thousands who come from the west. And Washington, despite its abandonment by officials and politicians, is crowded with sightseers also from the west.

So it is fitting that those motorists who are contemplating an eastern trip be apprised of the best routes to these two greatest cities of the country.

Pass Beautiful Country.

The highways from the west to New York pass generally through a section of the state itself that can well vie in beauty with the great national park areas of the west. The Finger Lakes region in the western part of the state is famous for its wonderful waterfalls and mysterious caves, in addition to the beautiful stretches of water that dot this territory.

The edges of the great Adirondack Mountains are touched on the way across the state and the wonderful Hudson, one of the most beautiful rivers in the world, is lined with two good roads all the way from Albany to Troy—156 miles to New York.

On the way to Washington, through Pennsylvania, mountains are crossed, historic battlefields of the Civil War are passed and some of the most entrancing variety of scenery traversed.

There are three principal routes from the west to New York, one of which also is a short cut to Washington. One, the northernmost, cuts across Canada on the north side of Lake Erie between Detroit and Niagara Falls, skirts the southern edge of Lake Huron to Rochester, goes on eastward until it crosses the upper Hudson at Troy, it follows this famous river all along the eastern edge to New York.

Across Ontario's Peninsula.

From Chicago to Detroit is one solid stretch of concrete, past Michigan City, Kalamazoo and Jackson. At Detroit, a crossing is made to Windsor, Ontario, and the drive is then through the Ontario peninsula to London, Hamilton and Niagara Falls.

Another way is to take a southerly route, avoiding Detroit and crossing directly to Maumee, Ohio, a little south of Toledo, whence a good road takes the tourist through Cleveland to Buffalo and then across the northern points of the Finger Lakes to Albany.

Still another course, but more devious, is the route past Maumee and Cleveland to Westfield, N. Y., thence down past Lake Chautauqua and across the southern edge of New York. The compensation for this longer trip lies not only in the beauties of the New York lakes but especially in the remaining trip across the northwestern corner of Pennsylvania and over the famous Delaware Water Gap, one of the leading beauty spots in America.

This route goes on farther across the New Jersey meadows to Newark and New York. The beautiful Hudson is missed, but the glorious scenery over Pennsylvania well repays this.

The road to Washington might almost be taken through New York, so promising is the scenery of that state. If this is done, the remainder of the journey from New York across the flat lands of New Jersey to Trenton, along the Delaware river to Philadelphia and on down to Baltimore and the capital.

Over Length of Maryland.

There is a more southerly route to Washington that takes the traveller over the mountainous western length of Maryland, and past the Antietam Battlefield. The road goes south from Chicago to Indianapolis, then cuts straight across Ohio to Pennsylvania, where it crosses sharply into Maryland.

No more enjoyable trip can be arranged than to take this route east and then return west by way of New York, up the Hudson to Troy and Albany, and then across New York state to Niagara Falls or Buffalo. Or the return trip may go by way of the Delaware Water Gap through Pennsylvania and the southern Finger Lake region, although the famous Hudson river will be missed.

These are only the main roads to New York and Washington.

There are others, almost as fully covered by motorists, such as for example the one from Cleveland through Butler, Pa., or farther south through Pittsburgh, on over the Tuscarora Mountains, past the famous Gettysburg battlefield and down to Washington.

Whichever route is taken, however, there is no end of enjoyment from the great variety of landscape that unfolds itself in the east.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

GROWLING GEARS.

Whenever it seems that a car is making an unusual amount of humming, growling or grinding noise, of the peculiar quality that is associated with improperly working gears, the cause of it should immediately be sought. The probability is that it is caused by lack of lubrication either of the transmission or of the rear-end.

The first thing to do is to remove the plugs in the side and near the bottom of both the transmission housing and the rear axle housings. The holes into which these plugs screw are respectively located at the levels at which lubricant should be maintained for the transmission and final drive gears. If lubricant fails to run out when either of the plugs are removed, the level is too low, the bearings and gears concerned are in danger of damage and are probably making the growling which has served as a danger signal. Fresh lubricant, of a consistency not too stiff to flow, should be supplied until it begins to escape through the hole, indicating that the level has been raised to that height, which is such that the gears dip into the lubricant and splash it. There is usually a plugged opening in the transmission cover, through which it can be filled, but the rear-axle housing seldom has any filler hole and its oil supply has to be replenished, through the test hole above referred to, by means of an oil-gun.

Question: In winter the starter of my car fails completely, although it works O. K. in summer. In cold weather, I use a light grade of oil. Is there any particular brand of oil which you know to be coldproof? Is there anything which can be done to prevent oil from congealing at temperatures from zero to twenty below?

Answer: We know of no brand of oil which is absolutely proof against stiffening to some extent at the very low temperatures you mention, but there are certain ones which are much less affected than others, which we will name to you in a separate memorandum. Our feeling is that one takes serious chances of damaging the engine by lubrication failures, when it is kept in an unheated garage, in weather so severe as you refer to. The only remedy is to heat the garage, although devices for locally heating the engine are of con-

siderable value, for example, under-hood electric heaters. Possibly, by using one of the oils which we are naming to you, the starter will turn the engine over in colder weather, but we fear you will not solve your problem until you keep your car where artificial heat is provided.

Variation of Idling Speed.

Question: What causes the engine of my car to speed up and slow down, at intervals when it is idling?

Answer: Probably the idling mixture is considerably overrich and the engine would run faster on a somewhat leaner mixture. Each time the vacuum-tank opens

its suction-valve to the intake manifold, air from the upper compartment of the tank is sucked into the manifold and this somewhat corrects the overrich mixture which is passing to the engine, thus causing speeding up. When the suction valve closes, this supply of auxiliary air is cut off and the engine once more receives a mixture too rich for full speed operation and it slows down.

Trouble With Distributor Bearing.

Question: I have had considerable trouble with the burning out of the distributor-bearing on my six. Can you tell me what causes this?

Answer: The only reason we can think of is that this bearing is not kept properly lubricated. There is an oil-retainer on the distributor, near the bottom of it, through which oil is fed to the bearing and the recommendation is to supply a few drops of oil at this point after each 250 miles of service. We have never heard of one of these bearings giving trouble, if kept oiled. You might have the distributor head removed and see if oil really reaches the bearing. Also, if the shaft has been roughed up, have it smoothed and make sure that oil can distribute over its entire length.

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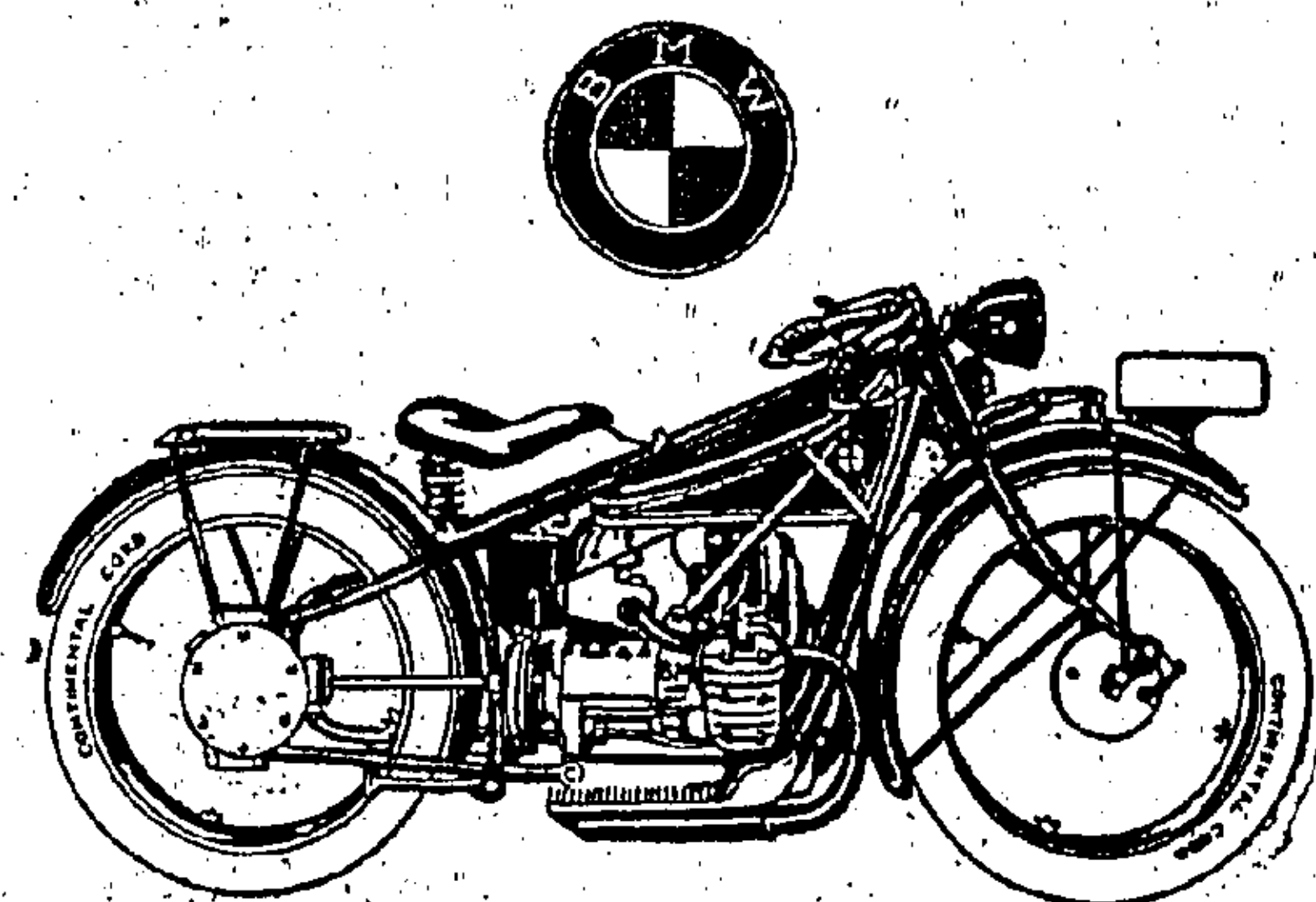
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All spare parts in stock in Hongkong.

May we give you further details of this super-motor cycle?

If you are interested in the most luxurious two-wheeled machine in the world, please call or write for full specifications and particulars.

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6-WHEEL COACHES.

Popular in England.

Six-wheeled lorries and motor buses are no uncommon sight in England. Now, says *Motor Transport*, the six-wheeled construction is being applied to motor coaches, and it would appear that the public will quickly realise their greater comfort and safety, particularly on long distance tours. Their increased comfort is obvious, and as regards safety, not only has a six-wheeler two extra wheels to which brake-power can be applied, but it has been demonstrated that the six-wheeler is less liable to skid on slippery roads.

WOMAN RACER.



Mrs. W. Scott, winner of the Surbiton (London) All-Comers' Handicap, who drove a Bugatti car at an average of 92.92 m.p.h. The second place was won by a man, and another woman came in third.

NEW CLYNO EFFORT.

The enormous new factory of the Clyno Engineering Co. at Wolverhampton has just been completed, and is now in full swing. There is little doubt that

it will have to work to full capacity in order to satisfy the demand for Clyno cars which has rapidly developed in all overseas countries. Messrs. Rootes, Ltd., of Devonshire House, Piccadilly, London, W. 1, are the sole world exporters of these vehicles. An interesting feature of the new

factory is a working track, which is claimed to be the most modern thing of its kind in the world. It is hardly necessary to say that in other respects the new factory—which is in every way a credit to the new spirit of British Motor Manufacturing enterprise—is extremely up to date.

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Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

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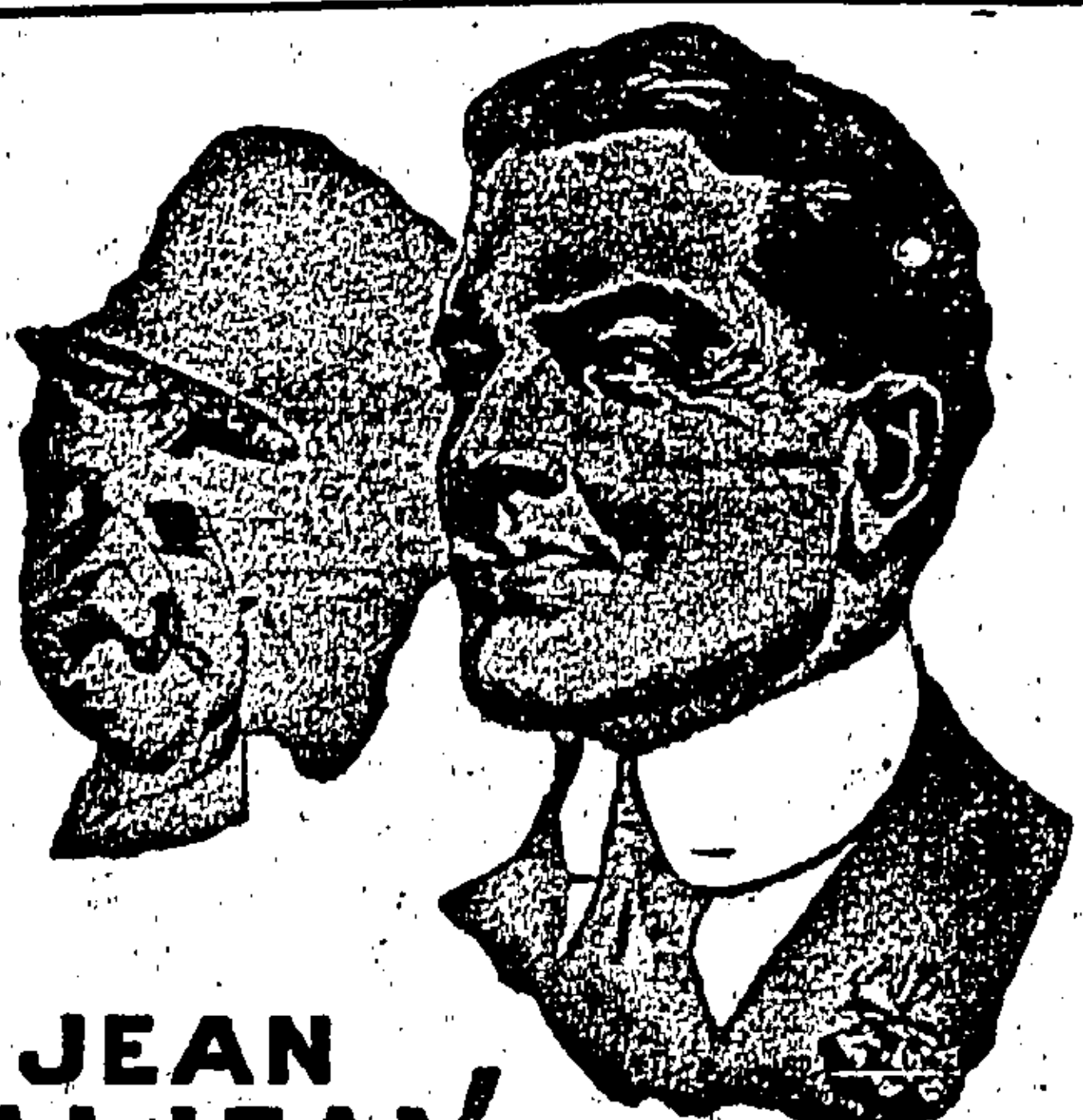
When Baby is 6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally, to taking more solid food. Obtainable where you buy Glaxo.



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"Truly a Cigar"

TABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

THE ARCHDRUID OF WALES.

NOTABLE PERSONALITY RETIRES.

A notable personality in the public life of Wales, whose historic and romantic office has carried his fame far beyond the confines of the Principality, will pass out of office when the Archdruid, the Rev. Howell Elvet Lewis, M.A., will at the National Eisteddfod at Holyhead, yield up his office to a successor not yet chosen, writes a Welsh correspondent in mail week.

The new regulations of the Gorsedd, the hardic organisation, provide that the Archdruid may now hold office for a maximum period of four years and no longer. Four years constitute a brief period in which to impress a nation, but it can be said that "Elfed" (to give Mr. Lewis his bardic title) has succeeded to a degree unmatched in the modern history of Wales, in accomplishing this feat. He is beyond question one of the most potent influences in the public life of Wales, and has been mentor and exemplar to scores of thousands of good Welshmen who have become modern influences beyond their own country.

The quite surprising fact about Mr. Lewis's unassailable position in the public, and especially the cultural life of Wales is that not for three decades has he lived in Wales. For a great many years he has had charge of the famous Welsh Tabernacle, at King's Cross, whence there assemble Sunday by Sunday a great Welsh congregation drawn from almost every part of the world to services conducted entirely in the Welsh language. But he has retained always close and intimate touch with the Principality. He has delved deeply into Welsh biography and history, and has produced in "Nonconformity in Wales," a little classic.

In a few minutes' conversation before leaving for the Eisteddfod, the Archdruid said that he believed Wales is making intellectual headway, and that the Gorsedd has really become the medium between academic scholarship of popular culture in the Principality. "I do not think we can yet use the word 'academy' in the French sense," he added, "but I have good hope that in the development of the Gorsedd there may emerge some such idea and that there gradually be framed a kind of literary standard which, without going so far as to justify the use of the word 'academy,' will give us a judgment to which an appeal for something like finality can be made, the approach to which would be recognised in the Principality. I am not at all dependent about the intellectual life of Wales. Wales is not decadent. There have been changes much to the good in the past twenty, nay, the past ten, years. Our national spirit is as vital as ever."

Two notable bards are spoken of as possible successors to Mr. Lewis—the Rev. Pedrog Williams, of Liverpool, and Principal Maurice Jones, of St. David's College, Lampeter.

MR. MACDONALD AS A "REBEL."

DEFIES HIS DOCTOR BY MAKING A SPEECH.

"I am here as a rebel against my doctor. I was told not to come, but the temptation was too strong," said Mr. Ramsay MacDonald in addressing the Transport and General Worker's Union Conference at Swansea recently.

The trades union movement wanted cohesion and not rivalry, he said. It was not enough to say British industry was hard dealt with by foreign competition; to meet that we must have the courage to scrap our machinery and have new ideas and become efficient.

"I have no objective," he continued, "to great accumulations of capital. Providin' they are being used in the public interest the Socialist is not against such capitalism."

"Marx was never against capital. We are told by some of our business men that politics have nothing whatever to do with business, but you cannot dissociate State activity from successful business."

He had been attacked for saying that Labour would oppose the Trade Unions Bill before the text was known.

Well, if a man heard his hen cluck, he was not confused as to whether it would lay a hen's egg or a swan's egg, or a duck's egg.

When the Tory Government clucked, all men knew what sort of an egg it would lay.

NOT TO SUN-BATH AGAIN.

MAGISTRATE REJECTS EX-OFFICER'S COMPARISON.

Mr. Mead, the Marlborough Street, London, Magistrate, in mail week visualised the sight of a myriad of sun-bathers of both sexes sprawling about in the public parks.

That was what might happen, he declared, if in the case at present before him, he said "Go away and do it again."

Before him was Hubert Vincenz (44), charged on remand with committing an offence under the Parks Regulations Act. The offence related in accused sun-bathing in Hyde Park.

Mr. J. C. Lockwood for the defence, held that the exposure of the upper part of the body for purpose of beneficial health from the ultra-violet rays was not a violation of public decency. He mentioned the contestants in a boxing ring as an argument for the defence, adding that prisoners' motive was quite pure.

Mr. Mead—That is not necessary. If a man shocks people's susceptibilities it is an offence.

To Discontinue the Practice.

Counsel added that he had induced his client to give an undertaking not to continue doing this sort of thing.

The Magistrate said the argument about the prize ring was not analogous, and mentioned mixed bathing in support of his contention. He believed there was no seaside resort where mixed bathing was allowed unless each sex wore a garment covering the greater part of their bodies, so that what he might call English susceptibilities should not be offended.

He believed decent people, not prudish, would be shocked to see a man sprawling on the grass ostentatiously, in the way the prisoner sprawled.

The Magistrate was informed that prisoner was a distinguished soldier and a B.A. and had several medals.

Prisoner had been remanded for a doctor's report, which was stated to be negative.

Mr. Mead bound the accused over on condition that he observed the undertaking he had given.

NEW NAMES FOR OLD ILLS.

MUMPS VERY PREVALENT IN CLASSIC GREECE.

That the ill of the ancients were the same as those of modern people was made clear the other day by Sir Humphry Davy Rolleston in an address to the British at Edinburgh.

The difference was that they diagnosed them less accurately, and gave them different names.

Tuberculosis had been identified in the Egyptian mummies, and was very prevalent in ancient Greece.

Mumps appeared to be one of the few acute infectious diseases accurately isolated in ancient Greece.

Bubonic plague was undoubtedly a disease of established antiquity. The pestilence which attacked the Philistines after their capture of the Ark was thought to have been plague.

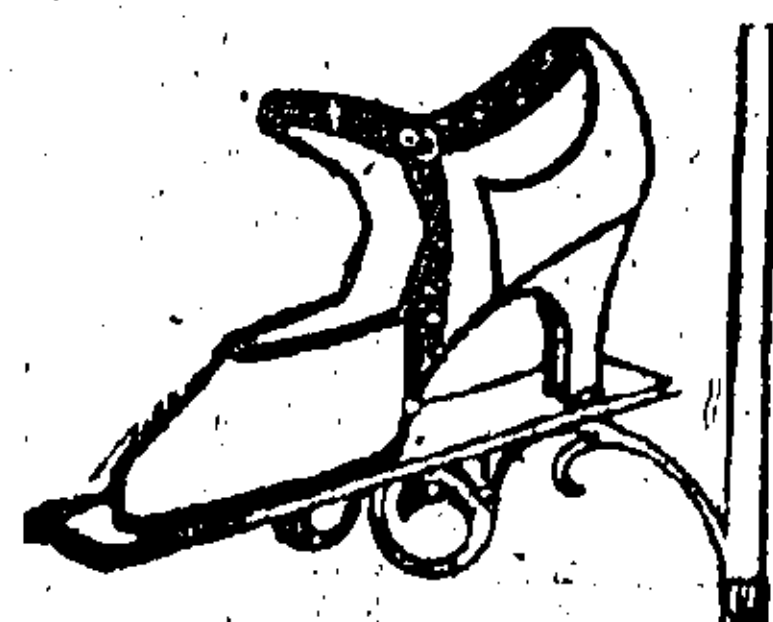
Those who did not die were advised to make offerings of golden representations of their tumours and of five golden mice.

The appearance of plague had been recognised in the third century B.C. in Egypt, Libya and Syria malaria was proved to have been very prevalent in Greece from the fourth century B.C., and in Italy from about 200 B.C.

One investigator had come to the conclusion that six of the 24 Sultans from 1299 to 1695 were victims of arthritis.

Much able argument had been brought to prove that the sweating sickness was really influenza.

Appendicitis existed long before it was "baptised" in 1886, and the lecturer referred to descriptions of cases as far back as 1684 for its widespread and frequent incidence.



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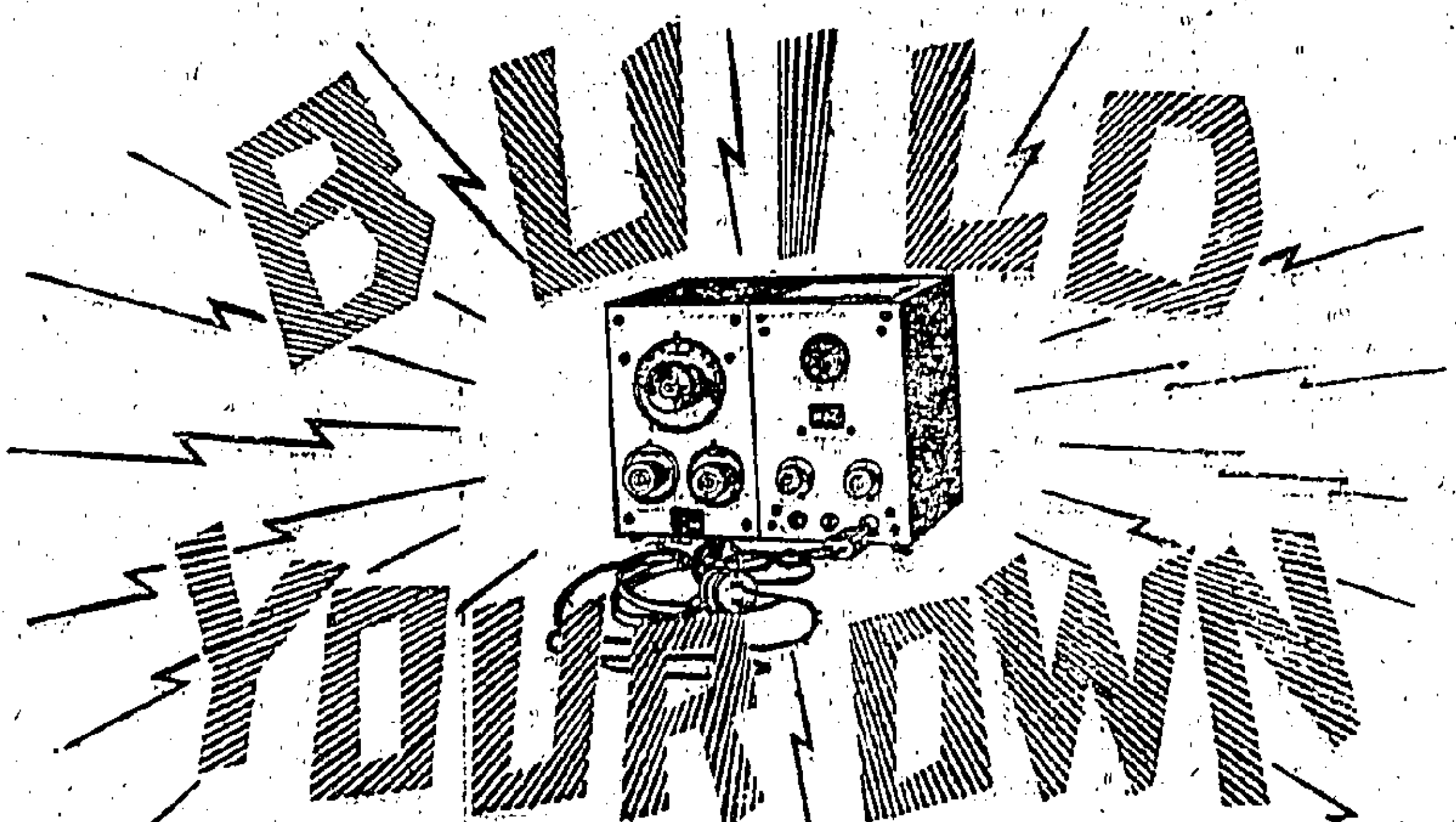
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AUSTRALIAN CRITICS ANSWERED.

STORY OF "HAIMUN" TRIP.

The recent appearance of the well-known Hongkong coaster "Haimun" at Australian ports for the purpose of coaling, while on a trip from the French territory of Kwang-chow-wan to the French concession of the New Hebrides, in the South Seas, with over 400 Chinese coolies and labourers as passengers, was regarded with disfavour by the good people of these towns, who, on perceiving the grilles and cages and the large number of miserable-looking human beings apparently cooped within, and not understanding that these contrivances are part of the anti-piracy precautions on the China coast, concluded that they were witnessing a "blackbirding" incident.

Accounts of the incidents which followed at these Australian ports when the "Haimun" called with her load of contracted labour for the mines and agricultural enterprises in the French New Hebrides were reproduced a few days ago from the Australian papers. They contained suggestions of slave-traffic on the part of those responsible for the organization of the trip and the recruitment of her passengers, and as such are regarded with some concern by the French authorities of Kwang Chow Wan, who have directed that the following, from a communication which they addressed to the Hongkong Consul-General, be made public, with a view to removing misunderstandings that might arise from reading the reports in the Australian papers.

Good Terms.

In the first place, it is pointed out by the French administration of the French territory, that all the labour taken to the New Hebrides on the "Haimun" had been indentured for under a proper contract, and under terms which were satisfactory to the men themselves. It was shown that of the 432 labourers engaged from China by the "Agricultural and Mineral Company of the New Hebrides" for their enterprises in those South Sea Islands, 269 came from Hongkong, 100 originated from Szechuen and Kweichow, and 63 from the French territory of Kwang Chow Wan. These coolies were given papers of contract set out in Chinese in which the conditions of their employment and remuneration—the latter an advantageous one it is pointed out—are so plainly stated as to leave no room for error. Engaged for a term of three months, each labourer was promised, under the contract, a monthly wage of \$14, but a certain sum was paid in advance before he set out on the trip, and in addition to this he received, gratis, a cover, two pieces of cotton clothing, a hat and a kit-bag or bag.

Other Articles in the contract followed the lines usually adopted in the case of indentured labour from this and other China ports, and there is nothing harsh or exacting therein to give justification to the charges of slavery and "blackbirding," as freely alleged in the Australian newspapers.

Official Explanation.

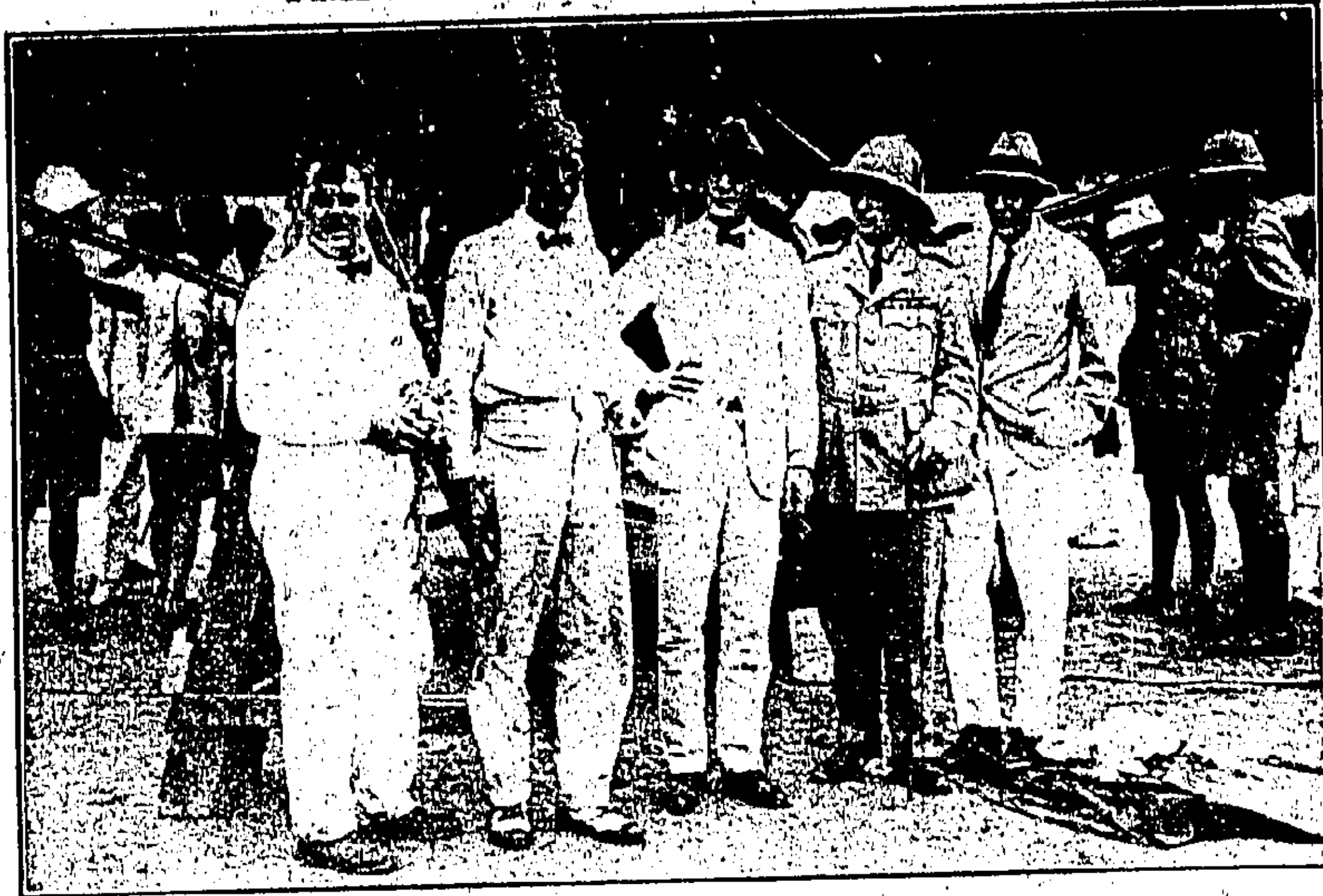
In this connexion, the following extracts from the official correspondence which has passed between the local French Consulate and the Administration of Kwang Chow Wan will prove to be of extreme interest:—

"The steamer Haimun (before leaving Kwang Chow Wan for the South Seas) was visited by the Commissioner of Police who ascertained that the accommodation of her large number of passengers was regulated according to all sanitary requirements.

"The Company of the New Hebrides (who contracted for this labour through their representative, M. Henry at the French port) had in fact, neglected nothing which would contribute to the comfort of the passengers. Each coolie, before embarkation, had been paid all that was due to him, and in addition, had received, according to the clauses of the contract, two working dresses, a bed, cover of linen, and a hat. The sum of \$4,000 had also been paid by the employers to the shipping Company, and this was deposited with the Captain for the food of the coolies during the trip. Besides this, the agent of the New Hebrides Company at the French port had also taken aboard all other necessary provisions, vegetables, salt-fish, rice, etc. of an amount sufficient to guard against all eventualities, and to last for three months.

"Immediately before the departure of the Haimun from Kwang Chow Wan, on the 22nd May, the Chief of the Administration, M. Lacombe, went on board in company with the Commissioner of the Port, and interrogated the coolies as to whether they were satisfied to the point of making

'PRIDE OF DETROIT' AT HONGKONG.



The above picture was taken immediately after the arrival of "The Pride of Detroit" at the Kai Tak aerodrome yesterday afternoon, and shows the world fliers, Messrs. Brock (left) and Schlee, both in short sleeves, together with Mr. H. Shantz the acting American Consul-General, Group Captain Robertson, and Mr. J. K. Bousfield, of the A. P. C. (Photo: Mee Cheung).

MATCHED BLAZE AT REPULSE BAY.



The above picture was taken during the disastrous matched fire at Repulse Bay yesterday morning in which over 20 sheds and their contents were destroyed. The line of gutted sheds can be seen through the smoke cloud. (Photo: Mee Cheung).

U.S. MONEY FOR GERMANY.

TO AID INDUSTRY.

Berlin, Sept. 9. The Deutschbank has arranged with Messrs. Dillon Read, of New York, for a five years' loan of \$525,000,000 for the assistance of various industries. —Reuter.

the trip, and also to ascertain that they lacked nothing in the way of ordinary comforts; and the coolies had declared themselves to be perfectly satisfied.

"If then, certain discontentment had arisen amongst these coolies later on the trip, it might be due to the duration of the voyage, the boat being considerably delayed by bad weather and obliged to stop and coal at Dilly and Townsville. In regard to this delay, the New Hebrides Company intends to communicate with the shipping company.

"Finally, the following telegrams received by the New Hebrides' Company's Agent, M. Henry, have been communicated to the Resident-Superior of the Territory of Kwang Chow Wan:—

"We have just received news from New Hebrides:—

(1) The Haimun is leaving the 2nd August from Spiritu Santo by the Australian route and probably Timor.

(2) Boat is in good situation and everyone contented. "Which seems plainly to indicate that the coolies did not undergo too great sufferings from the effects of the trip and that they are all in perfect health."

"To those who are perfectly familiar with conditions on the China Coast, the presence of a number of armed guards on board the Haimun will not have occasioned any surprise," said a Consulate official in commenting on one report which stated that the guards were placed aboard in the capacity of gaolers. "Such a report is mischievous and misleading. There is no knowing how Chinese gathered in such large numbers may react to circumstances on these long trips, the recent instance of immigrants running amok on a British ship from Singapore is one example. This and other contingencies of a similar character have to be guarded against, and the presence of the guards on board the Haimun was merely an insurance against these dangers and was for the protection of the ship and crew. No coercive measures were exercised against the passengers, who, of course, came of their free will."

GET MONDAY'S "TELEGRAPH."

DON'T MISS OUR SERIAL STORY.

Next Monday's issue will contain the first instalment of the thrilling story by Edgar Wallace, "My Lady," which has been specially secured by us for exclusive publication in this part of the world.

Edgar Wallace stands high in the esteem of the reading public, and has done since the appearance of "The Four Just Men" nearly twenty years ago. For six years he was a private soldier before entering journalism as Reuter's Africa Correspondent in South Africa, serving there in a like capacity for the Daily News and the Daily Mail. Since then he has produced a large number of excellent novels, written in a crisp, sparkling style and showing not only marvellous imaginative power but an intimate knowledge of all phases of life. Gifted with a keen sense of values, Mr. Wallace blends humour and pathos with admirable discretion.

He is, of course, an acknowledged master of the detective and mystery story, which he lifts from the plane of the mere ingenious literary exercise by reason of his appealing "human touch."

No more need be said of "My Lady," the author's new serial, than that it is Edgar Wallace at his best.

BARRIE FILM.

"A KISS FOR CINDERELLA" COMING.

Announcement is made by a special advertisement in this issue that the film version of Sir James Barrie's famous stage romance, "A Kiss For Cinderella," is coming to the Queen's Theatre next week, showing from Thursday to Saturday, Sept. 15th, to 17th. Betty Bronson plays the leading role and the picture, having caught the famous Barrie spirit, is delightful in every way.

ANOTHER JAPANESE PRINCESS.

DAUGHTER BORN TO EMPEROR.

The Empress of Japan has given birth to a daughter. —Reuter. [The Empress was formerly the Princess Nogako, and was married to the Crown Prince, now the Emperor Hirohito, on January 29, 1924.]

STOCK AND SHARE HANDBOOK.

USEFUL LOCAL WORK ISSUED.

We have to acknowledge receipt from Messrs. Benjamin and Potts of a very handy and useful little work on local stocks and shares, relating to the principal public companies whose scrip is dealt with on the Hongkong Stock Exchange.

Details are given of the directorate, capital, dividends, value of shares on market, and so forth, of each company, with comparative figures for previous years, all tabulated so as to be read at a glance.

It is a handbook the need of which has long been felt, and will be welcomed by all, and they are many, who are interested in local stocks and shares.

CANTON TO COPE WITH PIRATES.

NAVAL VESSELS START TRAINING.

In view of the frequent piracies in the West River and the China Coast, the Naval Department has instructed all the fleet in the harbour to undergo extensive training daily, in order to cope with the pirates.

Four destroyers are under construction in the Kiangnan Dock, in Shanghai, and will be specially fitted to attack pirates rather than for naval engagements.

Cheung Chau, a delta of the Canton River, has been selected as the location where the entire flotilla will have target practice every day.

QUEEN'S THEATRE.

TO-DAY'S ATTRACTIVE PROGRAMME.

The attractive programme which has been drawing large audiences at the Queen's Theatre will be repeated again to-day. The chief item on the movie side is Zane Grey's story, "Wanderer of the Wasteland," filmed entirely in natural colours and produced among the settings of the book. The Broadway Follies' programme comprises six numbers including a Chopin Valse Quartette, the Follies' Special and vocal selections.

PACT TO ABOLISH ALL WAR.

GERMAN, POLISH AND DUTCH ADVOCACY.

FOR LEAGUE TO DISCUSS.

Geneva, Sept. 9. Warm advocacy of peace was made by Herr Stresemann in the League of Nations Assembly, in a strong speech which was much applauded.

He described the League to prevent war as the biggest evolutionary event for centuries. Germany completely agreed with Sir Austen Chamberlain and M. Briand that Locarno had a bearing on the east as well as the west. The League was not only a synthesis of ideas, but a reality. He believed that the moral force of a declaration that the great Powers were determined to abolish violence would be inestimable.

He solemnly affirmed that Germany subscribed to these ideas, and was ready to sign forthwith a compulsory arbitration clause for the Hague Convention.

M. Sokal (Poland) then moved the Polish proposals for a peace pact, previously discussed, with the elimination of the passage inviting the members to conclude non-aggression pacts, also, a notable difference in the declaration that all wars should be illegal, and not merely wars of aggression.

The text of M. Sokal's proposals runs as follows: "Realising the solidarity uniting the international community, and inspired by the firm will to maintain peace, and recognising that war and aggression must never serve as means of settling differences, and believing that a solemn renunciation of all war is of a nature serving to create an atmosphere of general confidence and one favourable to the progress of the work of disarmament, the League Assembly declares, firstly that all war is and remains prohibited, secondly that all pacific means must be employed for the settlement of international disputes of whatsoever nature; and that members of the League are under an obligation to conform to these principles."

Dutch Advocacy.

M. Vandervelde, of Belgium, continuing the debate on the problem of security, declared that it was the Assembly's duty to consider the Dutch offer proposals based on the 1924 protocol, and to record the opinion that war is banished and that disarmament is indispensable to the nations, who did not merely want guarantees, but a real consciousness of security. He spoke regretfully of the apparent division of victors and vanquished into two camps.

Herr Stresemann followed with the German declaration already given above. —Reuter.

DAVIS CUP.

AMERICA WINS THE DOUBLES.

PREVIOUS MATCHES DESCRIBED.

Philadelphia, Sept. 9. In his match against Lacoste in the first singles game of the Davis Cup challenge round, W. M. Johnston appeared worried and made repeated errors, constantly finding the net. Lacoste was most steady, timing with uncanny accuracy to the side line and he kept the Californian constantly on the run.

In the last set Johnston ran wild and the coolness of Lacoste enabled him to take the utmost advantage of his opponent's lapses.

In the second game, Tilden gave a typical dazzling exhibition, featuring his famous cannonball service. Cochet countered with craftily varied pace. In the second set Tilden temporarily lapsed, losing two service games but recovered with slashing quick-firing shots from all angles, chasing Cochet all over the court. —Reuter's American Service.

The Doubles.

Tilden and Hunter beat Borotra and Brugnon, 3-6, 6-3, 6-3, 4-6, 6-0. —Reuter.

The Play.

The early stages were characterized by blindness by Hunter who failed adequately to support Tilden, who made splendid almost single-handed efforts. Thereafter Hunter gradually picked up, the Americans putting up a furious attack and non-plussing the Frenchmen.

The fifth set started in a very tense struggle but was, however, shortlived, the Americans taking advantage of the many lapses of Brugnon, against whom the brunt of the attack was directed. —Reuter's American Service.

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FRI., 16th Sept. at 9.15 p.m.	Gladys Cooper and Sir Gerald Du Maurier's Great Success THE LAST OF MRS. CHEYNEY From the St. James Theatre, London
SAT., 17th Sept. at 9.15 p.m.	The Successful Comedy BLUEBEARD'S EIGHTH WIFE From the French of Alfred Savoir. By Arthur Wimperis
MON., 19th Sept. at 9.15 p.m.	The Great Mystery Play THE HOUSE OF UNREST From the Strand Theatre, London
TUES., 20th Sept. at 9.15 p.m.	The Successful Farce Comedy HALF-A-LOAF By Noel Scott
WED., 21st Sept. at 9.15 p.m.	The Famous Farce NOTHING BUT THE TRUTH
THURS., 22nd Sept. at 9.15 p.m.	The Thrilling Mystery Play IN THE NEXT ROOM By Eleanor Robson and Harriet Ford. From St. Martin's Theatre, London
FRI., 23rd Sept. at 9.15 p.m.	The World's Love Story PEG O'MY HEART April Vivian as Peg
SAT., 24th Sept. at 9.15 p.m.	Noel Coward's Famous Play FALLEN ANGELS

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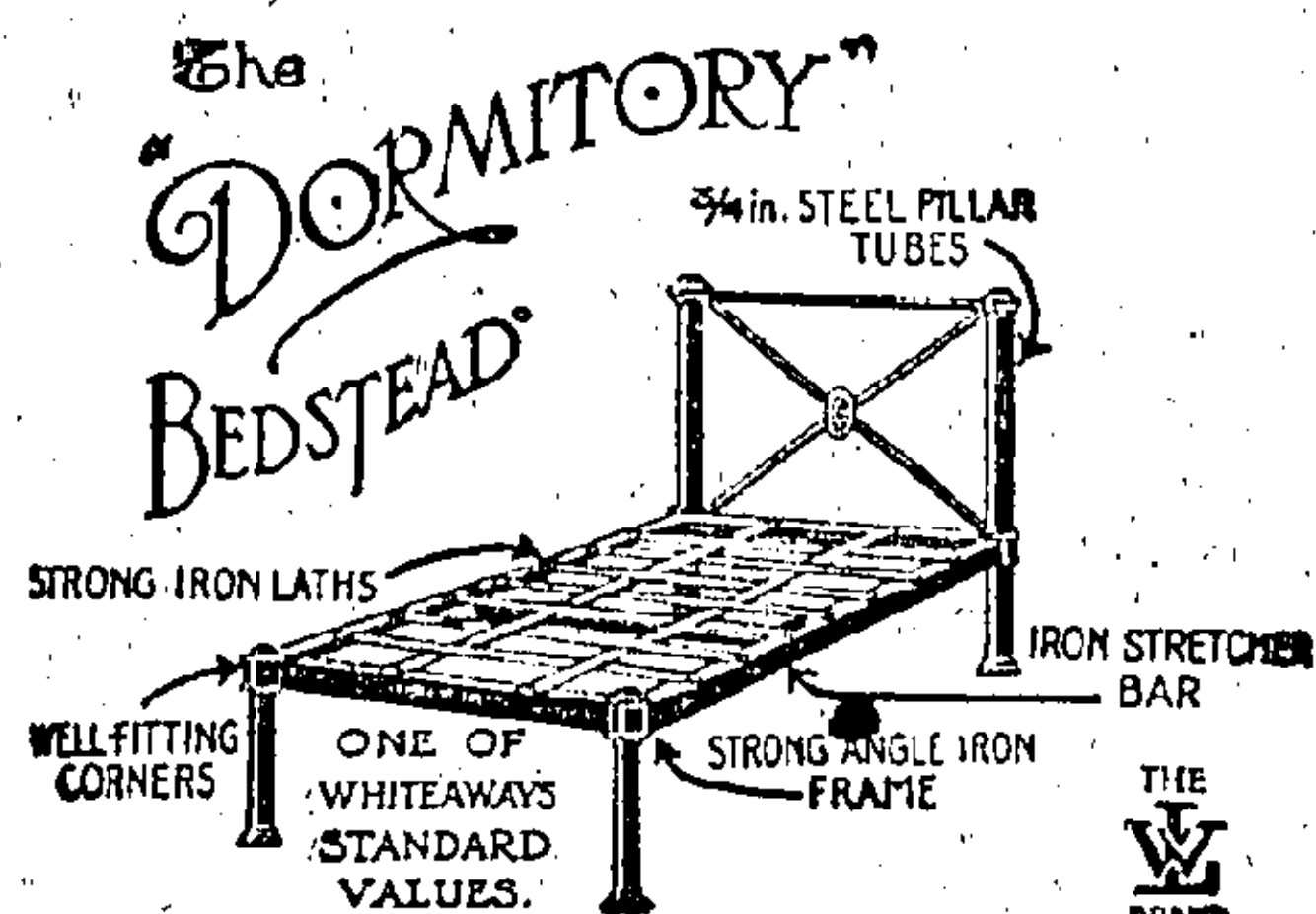
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PRICE **\$15.50**



RELIABLE ENGLISH MANUFACTURE.

Enamelled Black, fitted with 1 inch pillars, and strong iron laths, the side rails are specially strong to stand rough wear, especially suitable for Institutions, Hospitals, Schools, etc., etc. Size 6'1" by 3 ft.

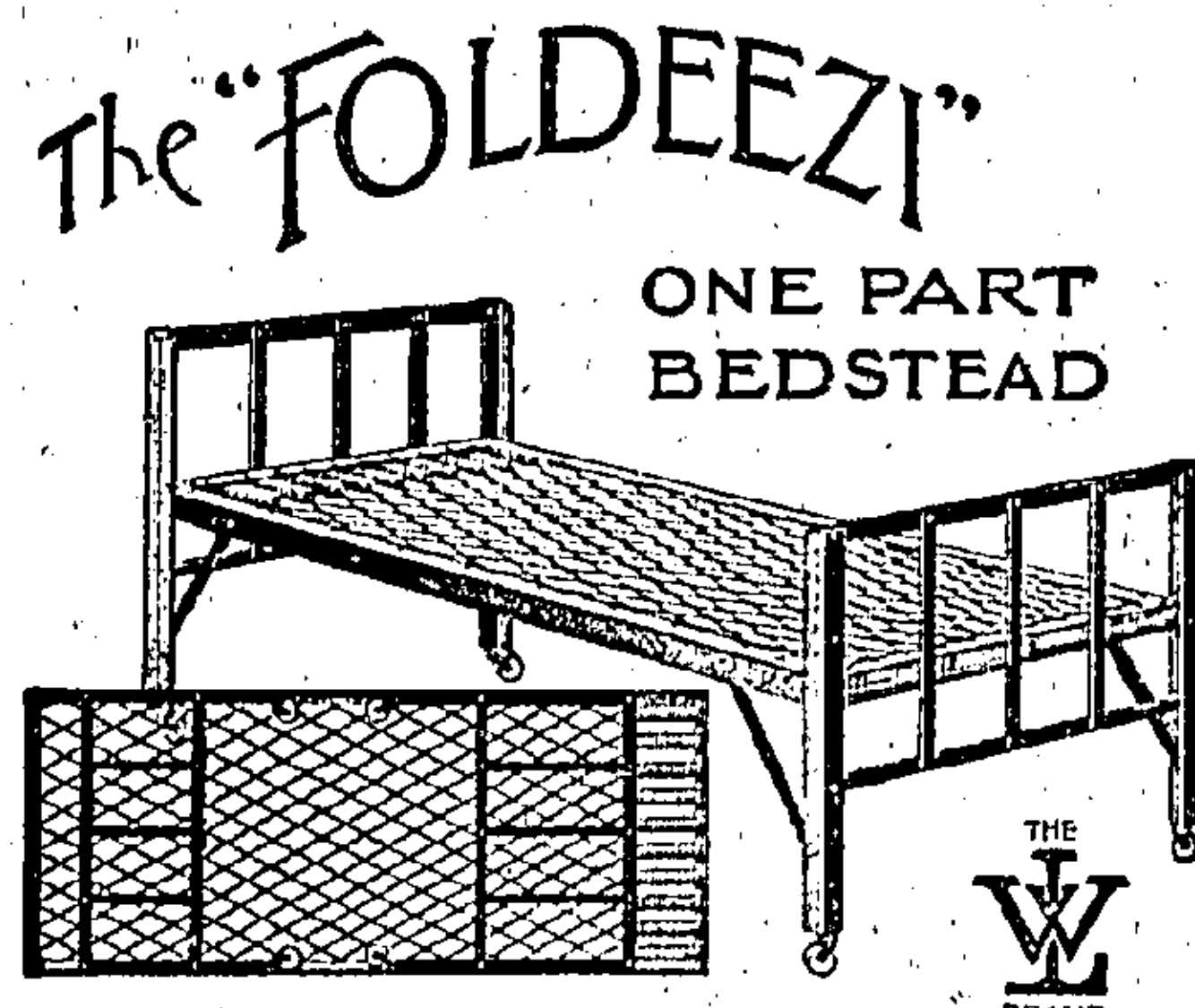
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PRICE **\$10.50**



ONE OF WHITEAWAYS STANDARD VALUES

At the numerous requests of customers we have had our Whitelaw Bedstead Enamelled White. English made throughout, fitted with anti-sagging spring mattress with 12 coil springs at one end, perfectly constructed corners which makes the bed absolutely rigid, extra strong side angles and one inch steel pillar tubes. Size 6'1" by 3 ft.

STANDARD
VALUE
PRICE **\$19.50**



ONE OF WHITEAWAYS STANDARD VALUES

Made of wrought iron no screws or bolts, no loose parts, no cast iron. The head and foot are definitely attached to the mattress frame and hinges fold under when not required, in one undetachable piece. Enamelled Black. Size 6'1" x 2'1" ft.

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VALUE
PRICE **\$17.50**

MATRESSES and MOSQUITO NETS
WHITEAWAY, LAIDLAW & CO., LTD.

OUR DAILY TALK ON HEALTH.

WEIGHTED SILK HOLDS DANGERS.

HAZARD TO HEALTH?

A writer in Industrial and Engineering Chemistry calls attention to a possible hazard to human life involved in the industrial method by which silks are given additional weight.

Among the substitutes used for this purpose are lead and tin. Lead costs approximately one-tenth as much as tin, and this has apparently been a factor in the adoption of the method of weighting silk with tin-lead phosphate instead of tin tetra-chloride.

It seems, moreover, that silk weighted with lead snits seems to deteriorate more slowly than silk weighted with tin. From this standpoint of health, it seems possible that lead-weighted silk, used particularly in underwear, by coming into contact with the various secretions of the skin, may bring about some absorption of lead. Lead is a cumulative poison, and many people will remember the difficulties involved in the possibility of lead poisoning from ethyl gasoline. However, the view is theoretical, since poisoning from this source has not been reported.

In addition to the possibility of injury to health, lead may be extracted in benzine baths used by dry-cleaners so that an occasional white suit will turn gray when wool which contains sulphur is brought into contact with the silk which contains lead. Lead weighted fabrics also tend to turn darker on exposure to air in which there may be small amounts of sulphur.

The editor of Industrial and Engineering Chemistry says that he would prefer a tin shirt to a lead one. In any event, the purchaser ought to know whether or not the material purchased contains dangerous chemicals, and there would seem to be reason for research as to the exact extent of the hazard.

ATTEMPTED ROBBERY.

OLD FARMER AND WIFE
TERRORISED.

In the early hours of yesterday morning, robbers broke into a hut at Ching Sha Mok, Castle Peak district, and terrorised an old farmer and his wife, whom they robbed of money and jewellery to the value of \$54.

After the gang had left the farmer who had succeeded in freeing himself of his bonds and gag, shouted "save life" and blew lustily on a police whistle, but before attention was attracted the men had made good their escape.

The Castle Peak Police Station which received a report from the farmer, communicated this to Police Headquarters yesterday afternoon. It appears that Leung Hang-yip, an old farmer of the Castle Peak district, and his wife were awakened from sleep by the noise made by a gang of robbers when they forced open the door. The aged couple were now very much alarmed and easily terrorised into submission. They were bound and gagged, and a search was made which took into account everything that was of value in the hut. From a pillow case the robbers stole \$12, and from a number of boxes which they opened with keys taken from the farmer, various articles of jewellery were taken, amounting to over \$40 in value. Certain pieces of clothing were also stolen, but the value of these was not stated.

In his report to the police the farmer said that the robbers spoke the Hakka dialect.

DEFENCE FORCE COLOURS.

READY RESPONSE TO LADY CLEMENTI'S APPEAL.

Lady Clementi writes: It is with much pleasure that I ask you to announce that the Ladies' Colour Fund for the Hongkong Volunteer Defence Corps, which closed on September 1st, amounts to \$1,247.50.

The warm and ready response with which the idea has been met is a pleasing testimony to the Colony's appreciation of the services of the Volunteer Corps. The lists of subscribers are very representative and include all sections of the community. It is intended to enter all names in a book to be presented to Volunteer Headquarters.

Owing to the amount collected being larger than what was at first asked for, it has been decided to offer to defray the cost of the King's Colour as well as that of the Regimental one, the grant of both Colours having been sanctioned by His Majesty.

SIR ROBERT JARDINE.

LEAVES FORTUNE OF
£1,831,000.

The late Sir Robert Jardine left a fortune of £1,831,000 sterling. He left to his wife, Dame Ethel Mary Piercy, or Jardine, a legacy of £50,000, free of all duties, as well as a free yearly annuity of £20,000 in addition to the annuity of £1,000 secured by contract of marriage in the year 1894. He left to his daughter, Mrs. Violet Margaret Florence Buchanan Jardine, or Peel, and her issue under trust conditionally £100,000 free of all duties. His heritable estate in Scotland and real estate in England, free of all duties along with the residue of his estate, he left to his son, John William Buchanan Jardine. He left a legacy of £2,000 free of all duties to John Malcolm Aitken, his factor and confidential adviser. His large interests in the assets in Jardine, Matheson and Co., Ltd., Hongkong, Shanghai, China, Japan, etc., are left in the hands of his trustees with full discretionary powers as to realisation or flotation as public or private companies, either at home or abroad, and to remunerate any person by gift or pension, and to appoint cashiers of their own number. As registered holder of 5,000 preference shares of £1,000 each numbered 101 to 5100 inclusive in Jardine, Matheson and Co., Ltd., which holding confers certain powers, his trustees are directed to hold said shares in their discretion for a period of 21 years after his death. His trustees are his wife Dame Ethel Mary Piercy, or Jardine, his cousin, James Jardine Bell Irving, Makerston, Kelso (formerly, Robby, Barnard Castle), James Stewart, W.S., his solicitor, and his son, John William Buchanan Jardine, who have full power, unlimited privileges, and immunity from Trust Law. And he further appoints his trustees to be executors.

BIRTH OF THE PROPHET.

CELEBRATED WITH POMP
IN PARIS.

Paris, Sept. 9. For the first time, yesterday the Mohammedan colony of Paris celebrated with due rite and pomp the birth of the Prophet. The mosque was attended by a large number of Moslems from Africa, Turkey, Persia, the Levant and India.

CRICKET.

SINDHI MERCHANTS V.
BORHA MERCHANTS.

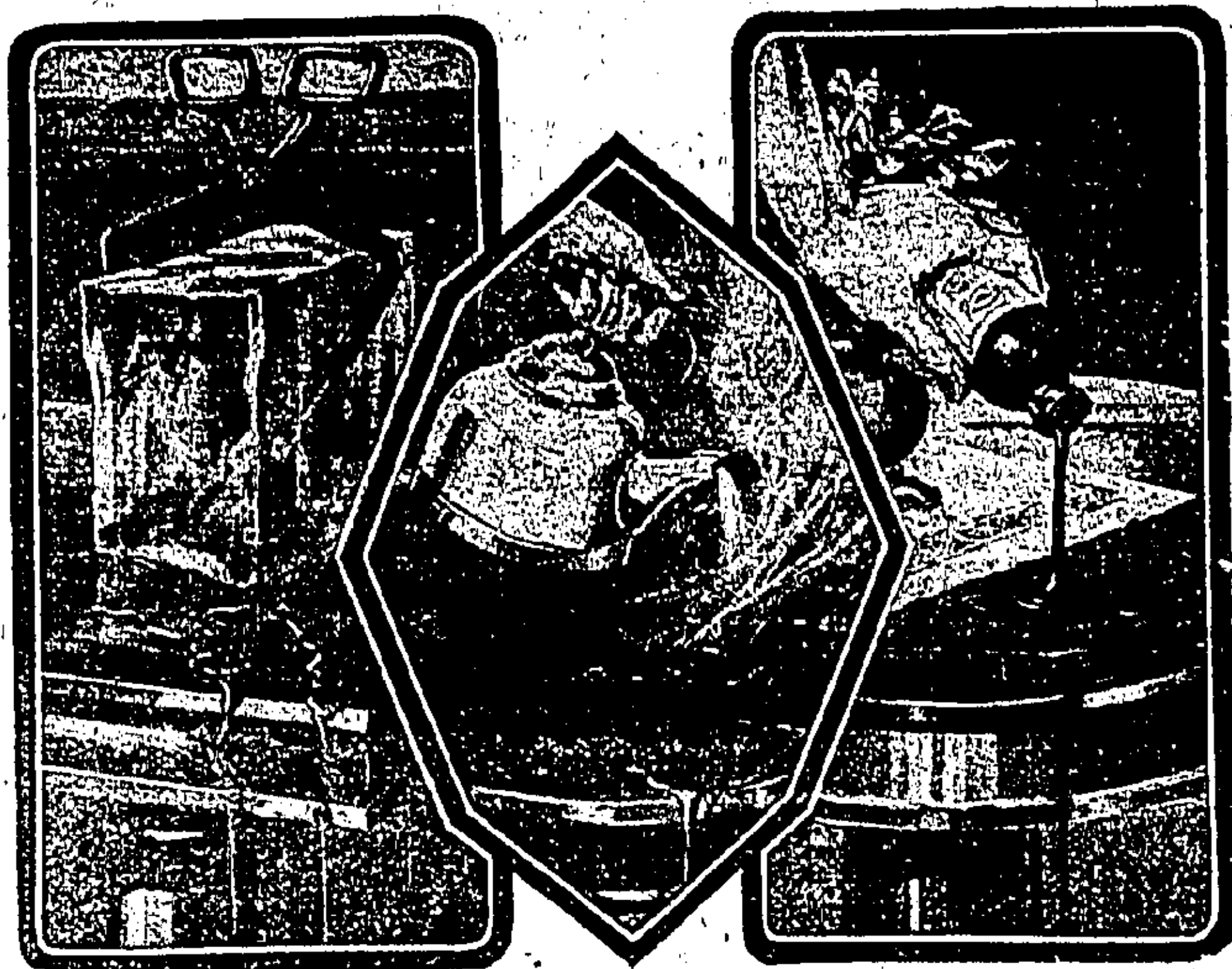
The following will represent the Sindhi merchants in the match to be played with the Borha merchants' team on Sunday the 11th at 8 a.m.

G. P. Daswani (Captain), U. T. Thadani, H. Pritam, N. T. Utam, L. K. Utam, L. A. Mahtani, F. T. Melvani, G. T. Thadani, F. G. Tharani, S. V. Karan and S. Kalachand.

RESISTO

A VARNISH FOR ALL PURPOSES

WON'T TURN WHITE



under the action of
HOT WATER, ICE OR ACID!

MESSRS. SHEWAN TOMES & CO.,

SOLE AGENTS.

CHANGED DAYS.

BUT A LOT MORE FUN.

[By Robert MacWhirter.]

As I was saying, things are aye changing. Time was when you couldn't get a real drink at an M.C.L. Bazaar for love or—certainly not for money. Time was, in the days of Helena (of blessed memory), when the environs of Government House were more than adequate for the yearly display and nearly every man you came across was busy swearing under his breath when he was buying a ticket for a doll.

Time was when about all a body could do was to wear an inane smirk on his face and try his hand at clock golf. I mind one year old Bullock and me running to the final at some such game. Who won I just forget. Another painful experience that once befel me was when a Colonial Secretary jammed me against a table and persisted in telling me, alleged Scot's jokes interspersed with bits out of light opera. Some o' yon folk never know when to draw the line o' way.

Time was when a woman spent \$10 dressing a doll and sold it to another for \$4.50. Then there was a bit of a chute which was

all right in its way, although, mind ye, I wouldn't be prepared to say that you sort of recreation was exactly the thing for a body's fundamentals. These also were the days when what between toffee-making, whist drives and dances, I may as well have been a grass widower for a' the notice Janet took o' me. I mind once o' having an awfu' row about a missing trouser button, but, man, when I look back, what was an odd button or two so long as she enjoyed herself.

The Right Idea. As I was saying, things are altogether different. The Lee Gardens all to themselves, brass bands galore, cabarets, fireworks, conjuring, processions, tea dances and all the fun o' the fair. At last the M.C.L. have got the right idea and that is that if it wants to make money it's got to interest them that make it—the men. In theory, it may be all wrong but human nature being as it is, there will never be much giving without the inducement o' mild excitement. In any case, it's more charitable to keep the end in view than to criticise the means. You know what I mean?

At the same time, though, there's lots o' folk no' what you'd call altruistic when it comes to spending money at things o' the

kind. I happened to mention that same thing to MacPherson just the other night but whether it was because I'd just thrown five sixes in one or what, I don't know, but Mac, he was kinda' carnaptious. You know, when a man gets stuck three times running, he's very apt to get that way.

Big Words. "You and your big words," says he as he signed his book, "you make me tired. Half the time I don't believe you know what they mean onyway."

There's something in that," says I, "but you know, Mac, a man that knows what he's talking about all the time is very liable no to be as interesting as one that doesn't bother about the facts so long as he keeps you entertained. That's metaphysics onyway."

"Ay," says he, "how d'ye make that out?" Then I explained. "Mac," says I, "it's like this. When the party who listens doesn't know what the party who speaks means, and when the party who speaks doesn't know what he means himself—that's metaphysics."

"It sounds to me more like damned nonsense than anything else," said he. And I'm no' so sure but what he isn't right.

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FILM MAGNATE AND GIRL.

DOUBLE TRAGEDY IN HOLLYWOOD.

Hollywood's long list of short-tragedies received an additional one morning last month, when Mr. Hamilton B. Mannon, a studio proprietor, was found dead in a motor car with a bullet through his heart on one of the principal boulevards. A dying girl, also shot, lay beside him.

The tragedy was discovered by a resident, who was awakened by a steady grinding of a motor's self-starting apparatus, a thing out to investigate found a dead man with his foot on the button of the self-starter.

The dying girl had a revolver in her hand, and there were two cartridges on the floor of the motor car.

A police ambulance hurried the girl to hospital, but she died on the way, and has since been identified as Miss Betty Montague, a drama actress, of whom nothing further is known at present.

An impassioned love letter signed "Min" was found on the dead girl. The police theory (says the *Express*) is that Miss Montague first shot her companion, and then turned the revolver on herself.

Life of Adventure.

Mr. Mannon was 30 years old, took both business and pleasure in an adventurous spirit. A few years ago he and a friend set out to cross the business quarter of New York in an airplane. They flew into some telegraph wires and crashed into the road, being carried unconscious to a hospital.

Twelve years ago Mr. Mannon, on the high road to greatness. He had "cornered" nearly all the independent film studios in New York.

His newcomer who wished to make a film had to go to the youth of Mr. Mannon for the accommodation, but the industry migrated to California, and Mr. Mannon left with expensive leases in his hands.

He moved out to Hollywood, and building up another fortune, he died rapidly.

Mr. T. Hayes Hunter, a leading American film producer now in London, knew him quite well. He said, "I like the happy-go-lucky fellow, said Mr. Hunter, with whom I have been friendly for years. I think he was married, but of that side of his life said nothing, and this shoot-accident is a great shock."

His recent tragedies of Hollywood include those in the names of Mr. W. D. How, Mr. T. H. Ince, Miss Virginia Rappe, Mr. J. M. Fish, Mr. Courtland Dines, and Tom Merrick were concerned.

WOMAN'S FEAT WITH MOTOR-CAR.

MRS. VICTOR BRUCE DRIVES TO ARCTIC AND BACK.

MOSQUITO SWARMS.

A group of enthusiastic motorists stood outside the Hotel Cecil, London, on August 9, to greet the Hon. Mrs. Victor Bruce with cheer after cheer as she drove into the courtyard in the little motor-car in which she has travelled almost to the shores of the Arctic Ocean.

Mrs. Bruce was accompanied on the trip by her husband and a friend. Since they left London, exactly four weeks ago, they have driven through Belgium, Holland, Germany, Denmark, Lapland, and Finland. They have covered in all a distance of 6,000 miles in stages averaging more than 200 miles daily.

"I kept at the wheel throughout the whole journey," Mrs. Bruce told a representative of the *Morning Post* in an interview. "I have always wanted to achieve something out of the ordinary in the car, and now I have succeeded, for we have penetrated three miles further north than any other motor-car."

"We went 270 miles north of the Arctic Circle, and within 40 miles of the Ocean. The last 400 miles of the outward journey were over rough stones, and we were only prevented from reaching the coast by a wide belt of swamp-land. I was surprised to find that the further north we went from Stockholm the hotter it became. In the Arctic the temperature was 50 degrees in the shade."

Race From Forest Fire.

Mrs. Bruce said, that when her party crossed the Arctic Circle the air was simply black with mosquitoes. "They were much more numerous than in Africa," she said, "although they were not poisonous. But they bit continuously, and my face and arms became terribly swollen. We looked for wolves, and only found mosquitoes."

"We spent two never-to-be-forgotten nights in the forest in Finland. We managed to reach a settlement, and I was given the option of sleeping with six other women in two beds. The alternative was a log hut, and I preferred that. But, oh! I should think there were all the creepy-crawly creatures ever created, and we soon went back to the car, in which we huddled together for two nights. We were practically without sleep for a week."

Another adventure was a forest fire. "In Sweden," Mrs. Bruce said, "we encountered a terrible

AN ELEPHANT OF KENT.

SKELETON OF PREHISTORIC MONSTER.

Those who want to know what life was really like in the warm period which preceded the last ice age will soon be able to make the acquaintance of an enormous fossil elephant at the Natural History Museum.

Once upon a time, between 50,000 and 100,000 years ago, an elephant lived happily in that part of England which is now Upnor, on the Medway, near Rochester. It died, and its bones have since rested in the earth.

Royal Engineers from Chatham, trench-digging in 1911, destroyed part of the skeleton, but in 1915 the bones were collected by Mr. S. Turner, under the supervision of the late Dr. C. W. Andrews. Experts put them together and reconstructed the elephant, and a press representative was recently shown the nearly completed result.

The work has been extremely difficult, for the ossified fragments of the monster were fragile and riddled with roots and worm-holes. It was impossible to save the skull.

The bones have had to be hardened, cleaned, restored, and mounted, and this work has continued steadily since the end of the war.

Here and there the remains have been restored with plaster, any restoration being, of course, based on the corresponding bones on the other side.

The height of the Upnor elephant, from the ground to the top of the back-bone is 12ft 7in., length of upper arm bone 4ft 4in., and of the thigh bone 5ft. The width of the pelvis, 6ft., appears to exceed any other known.

A live elephant from the Zoo would look like a baby beside the skeleton, which is one of the most magnificent objects in the Museum.

When alive, the animal must have weighed nearly seven tons—twice as much as the average elephant of to-day.

storm and the lightning set fire to the forest. It meant a race for dear life over fearful roads. The fire spread rapidly and we could almost feel the flames scorching the enamel of our car, but we escaped."

The motor-car, in which the journey was made, and all its accessories, are British. The engine worked perfectly throughout the tour, and the tyres were only twice punctured.

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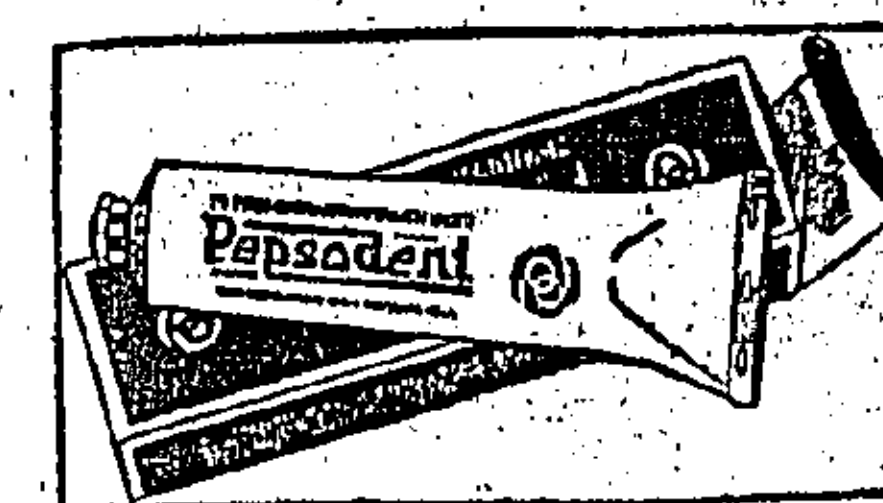
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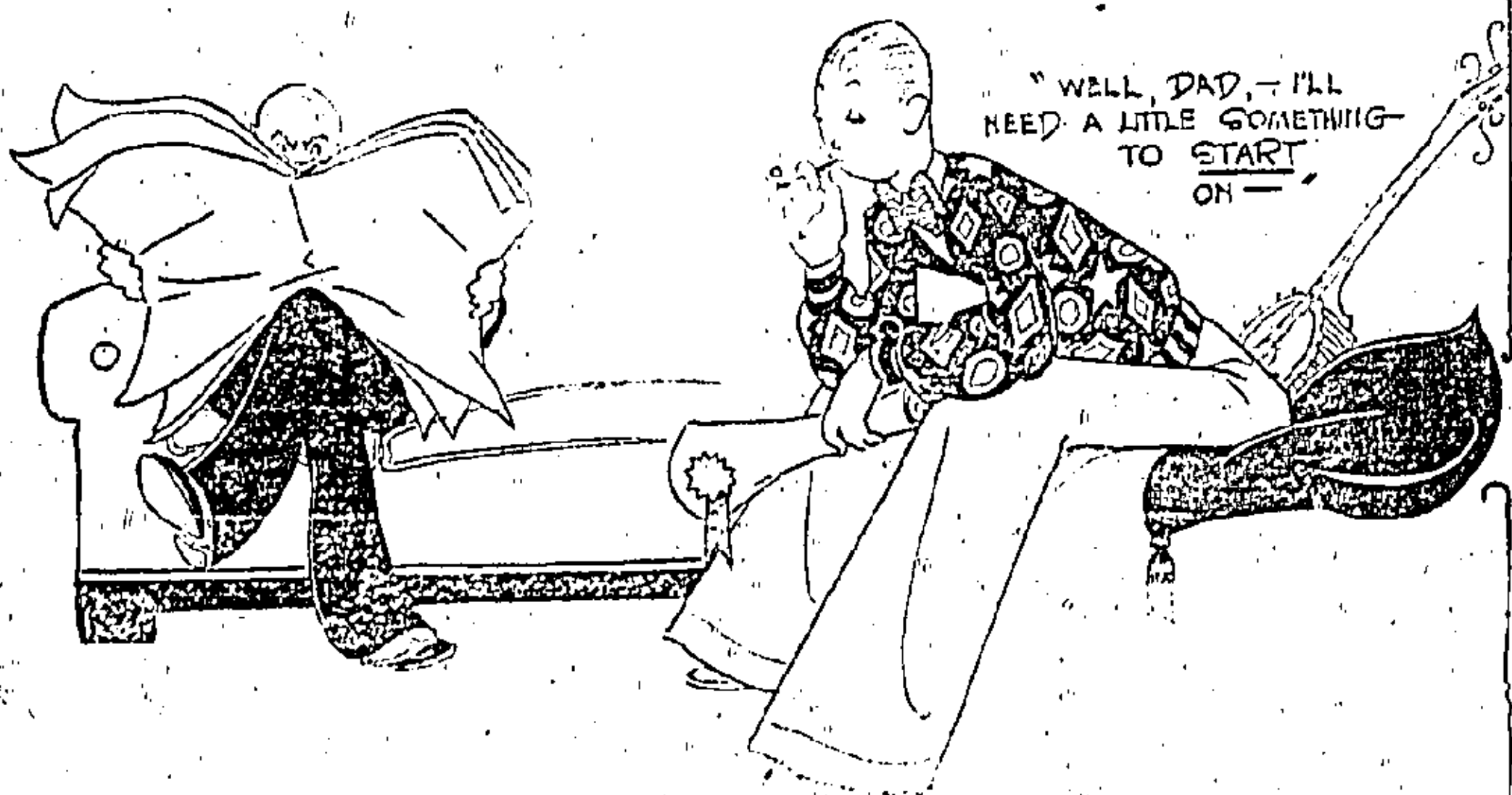
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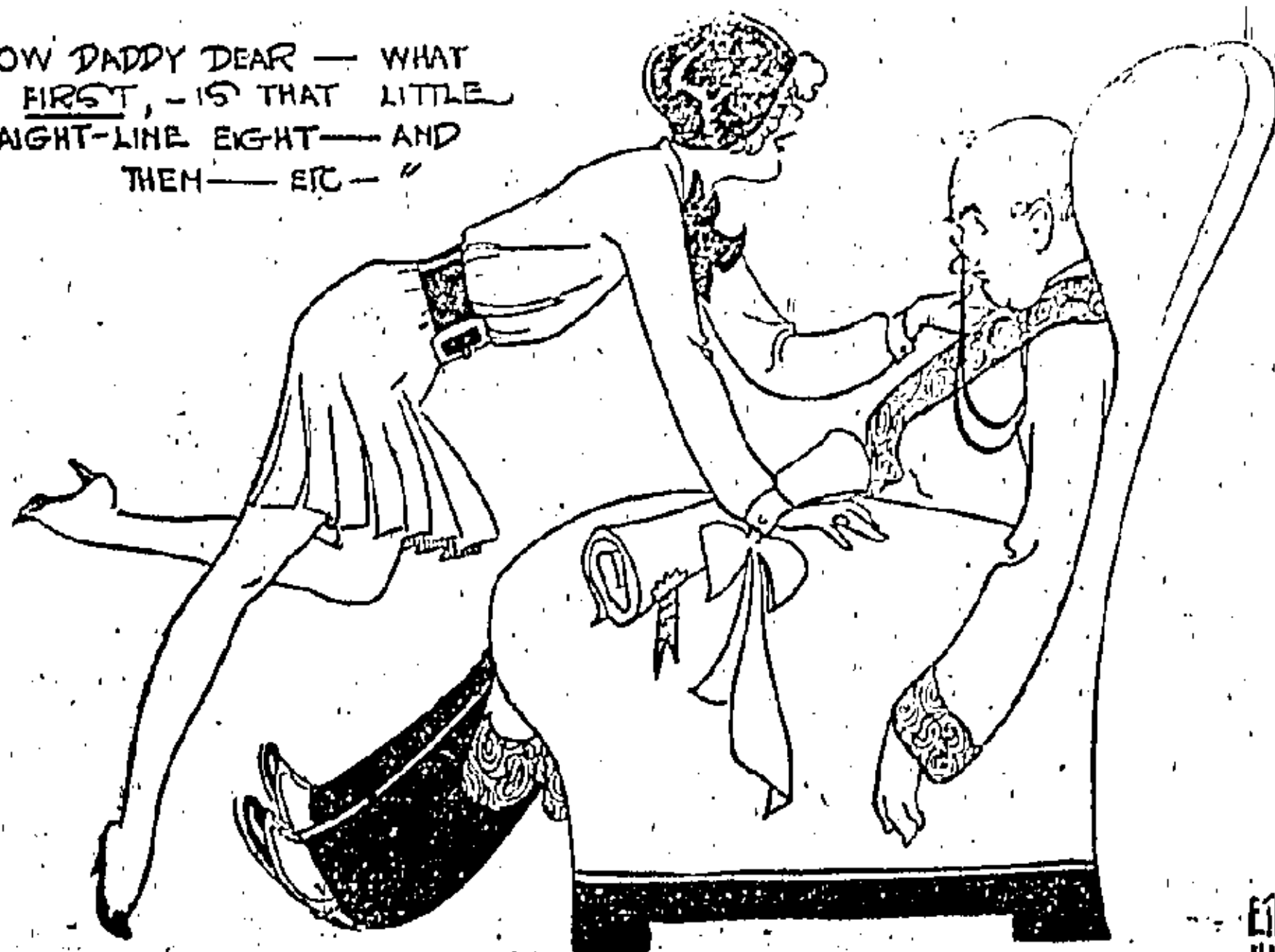
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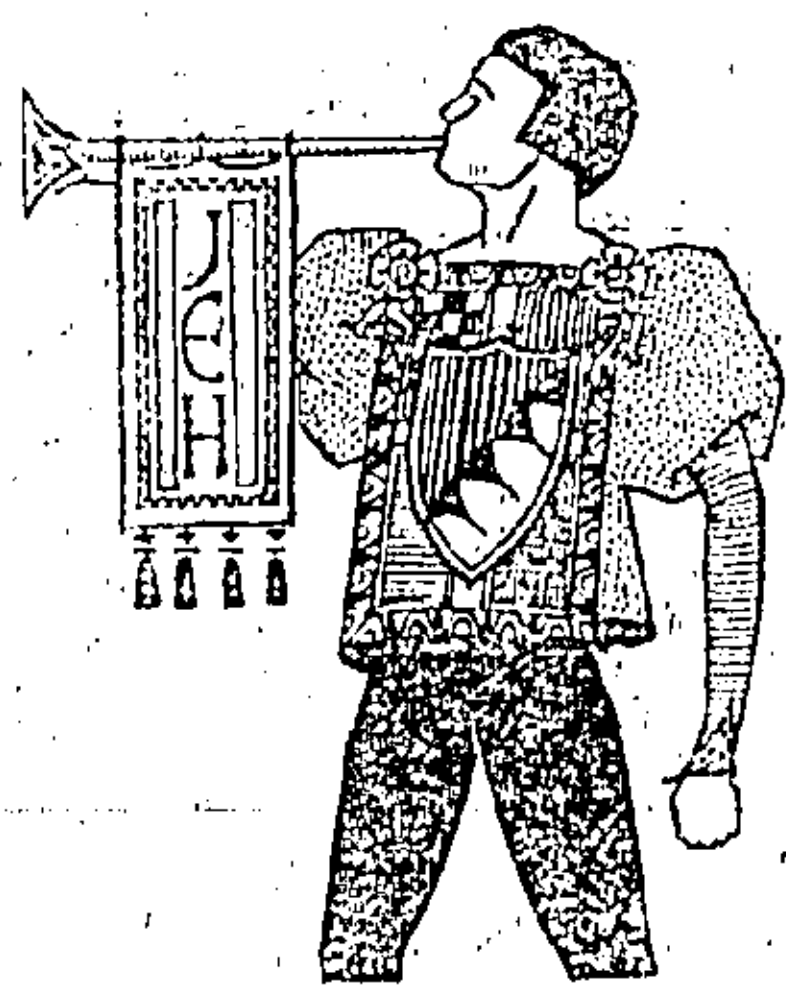


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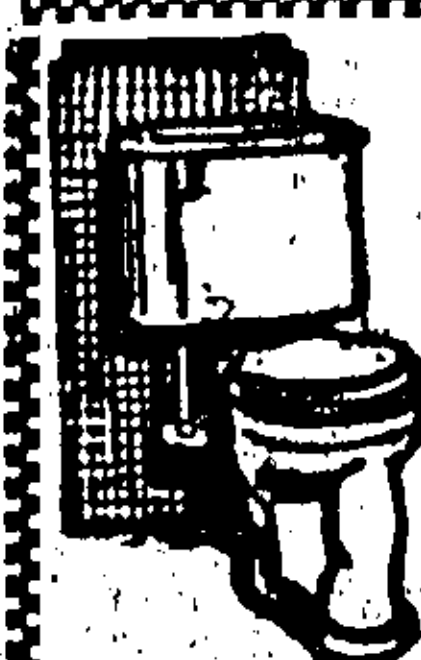
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NOW LET THE DEAF HEAR!

BRINGING BACK PEOPLE
TO THEATRE.

THE CINEMA CROWDS.

When you get to the age of fifty and a bit, as I have got, you ask your friend the manager if he will kindly find you a seat in the first four rows, and even then one has to strain one's ears a little to catch the subtleties of dialogue, writes Mr. Edgar Wallace in a London paper. It is sometimes annoying when, having strained, there are no subtleties to hear. And one nudges one's companion and whispers: "What did he say?" after a roar of laughter at some unheard sally.

Of course, there are lots of people of seventy and eighty who can read without glasses and hear the ticking of their watches; but I am not referring to those supermen and women, but to the commonplace us, who do crane our necks and assume the grimaces proper to those who are 'ard of earing.

How many thousands, and hundreds of thousands, of people are there in London and in England whose theatre days are practically finished because they can't quite catch what is happening, or what the characters are talking about on the stage? How any hundreds of thousands are drifting from the theatre to the cinema palaces for that very reason?

They That Have Ears.

Go to any picture palace and take stock of the audience, especially the afternoon and early evening audience, and if you are under the impression that the cinema only attracts the foolish youth of the land, you will have a shock. Seventy per cent. of these audiences are middle-aged people; and a very large proportion of those are forced to the pictures because they cannot follow the dialogue of the spoken drama.

No, no, this is not an attack upon the inaudibility of the modern actor and actress. With few exceptions, they are hearable even in the farthest seats of the gallery. I don't know whether I am wrong, but my impression is that the confidential method is rather dying out on the stage, and actors are learning to declaim as did their fathers.

Deafness is a distressing disease, especially partial deafness. If one's eyes grow a little dim, there is the oculist to put you right, and by a fine adjustment of lenses to restore to you something like normal sight. But if you go deaf and have the brains to eschew the "cures" of quacks, and haven't the moral courage to carry enormous instruments attached to your bosom to amplify every sound, you must perforce miss much of the fun of life, and there is no fun quite as satisfying and as thrilling or as soothing as a good play well acted.

The other day I received a letter from a matron of a South London Hospital asking me to subscribe to a wireless installation in the nurse's home, the idea being that every nurse in her room could plug in and listen to whatever 2 L.O.'s programme might be. I am sure all the money required will be given. It will in reality cost very little; and a number of people will have a great deal of pleasure—especially the slightly deaf people.

A Simple Remedy.

And here I will come to my point. If every management in London would spend something under £500, the theatre-going public would be increased by 30 per cent. There is no reason at all why at the back of every other stall there should not be a light and simple receiver connected with microphones at the footlights, which would enable even the almost totally deaf to follow every line of the dialogue.

I say "stall," and "stall" does not mean a particular position in the house, but the seat one occupies, whether it is in the gallery, the dress-circle, the pit, or the most expensive part of the house. If the little receiver was there it would be used, and would be a great blessing to the thousands whom wireless and pictures have drawn away from the theatre.

Such a system would be valuable, not only to people who are deaf, but to those who find a difficulty in catching the words of songs—it would, I admit, be fatal to those actors who indulge in *sotto voce* comments, but a few fatalities in that direction would be welcomed by audience and management alike.

I put my idea to a manager the other day, who thought it was excellent, but suggested that special seats should be reserved

A GERMAN FILM SCANDAL.

CHARGES BROUGHT AGAINST
MINISTRIES.

HUGE SUBVENTIONS.

Berlin, Aug. 9.

The Montag Morgen yesterday accused the Reichswehr Ministry of devoting considerable sums as subventions to several German film undertakings. It gave alleged details, and challenged the Ministry to state from what funds such subventions had been drawn. The Reichswehr Ministry issued a hurried denial.

An impartial observer cannot fail to be struck by the extraordinary number of military films which are being shown all over Germany. Even the Reichswehr Ministry, in its communique, granted that one of the film companies alleged to have received a subvention has produced in Danzig a few naval films.

The Montag Morgen allegation are reinforced to-day by details published in the Berliner Tageblatt, which have created no small scandal.

Late last night the Reichswehr Ministry found itself forced to issue a second denial, in which it admitted that owing to the risk that German cinema companies underwent of falling into foreign hands, and in recognition of the anti-German tendencies of one or two American film companies, it found itself bound by duty to take a thorough interest in the country's film industry.

Detailed Particulars.

The Tageblatt asserts this morning, however, that the public are not satisfied with the Reichswehr Ministry's denial and that whole matter will have to be brought up at the next session of the Reichstag. It gives detailed particulars of the manner in which the Reichswehr has supported the film companies and publishes the names of the negotiators.

One of the credits, in the form of a guarantee, was for no less than 30,000,000 marks (£1,500,000) and was, the Tageblatt asserts, signed by Dr. Luther, the late Chancellor, Dr. Rheinhold, the former Finance Minister, and Dr. Gessler, the present Reichswehr Minister.

The financing of the Phoebus Film Company for at least 6,500,000 marks (£325,000) the Tageblatt declares, was carried out in a most compromising manner. Captain Lohmann, of the Reichswehr, who carried through the Phoebus transaction, has, the paper alleges, received 10 per cent. of the total net profits of one of the company's largest cinema theatres for his personal gain. The Tageblatt describes the whole of the transactions connected with the Phoebus firm as being tainted with the worst form of corruption.

This afternoon the Tageblatt's disclosures are taken up by the whole German Press, and the Navy Department has realised the necessity of clearing up the scandal. It has now decided to request the Chancellor to appoint an official of the Finance Ministry to investigate the whole matter.

Meanwhile Captain Lohmann has, at his own request, been temporarily suspended, and has furthermore, the Navy Department adds rather vaguely, taken legal steps against several newspapers.

for the deaf; in other words, that people should advertise their infirmity by asking for seats where telephones had been fixed for their use.

That is totally unnecessary. It isn't for the really deaf people that these 'phones are wanted; it is for us—and we are in the majority in theatres—who hear ninety-four words and miss six. If they were attached as a matter of course to every seat, there would be no discomfort to any member of the audience. Seat-holders could use them as and when they required, dispense with them when they were unnecessary—my own opinion is that the majority would bring them into use.

Why Not?

There is nothing fantastical about my suggestion—it is plain commonsense. You have only to canvass your own circle of acquaintances to discover two or three—and that is a very large number—who have given up going to the theatre because they "can't hear very well." Some of them blame the actors—one is rather shy of admitting one's own falling powers.

If a performance can be broadcast to the world, which pays nothing to hear it, it might very well be broadcast within the theatre it

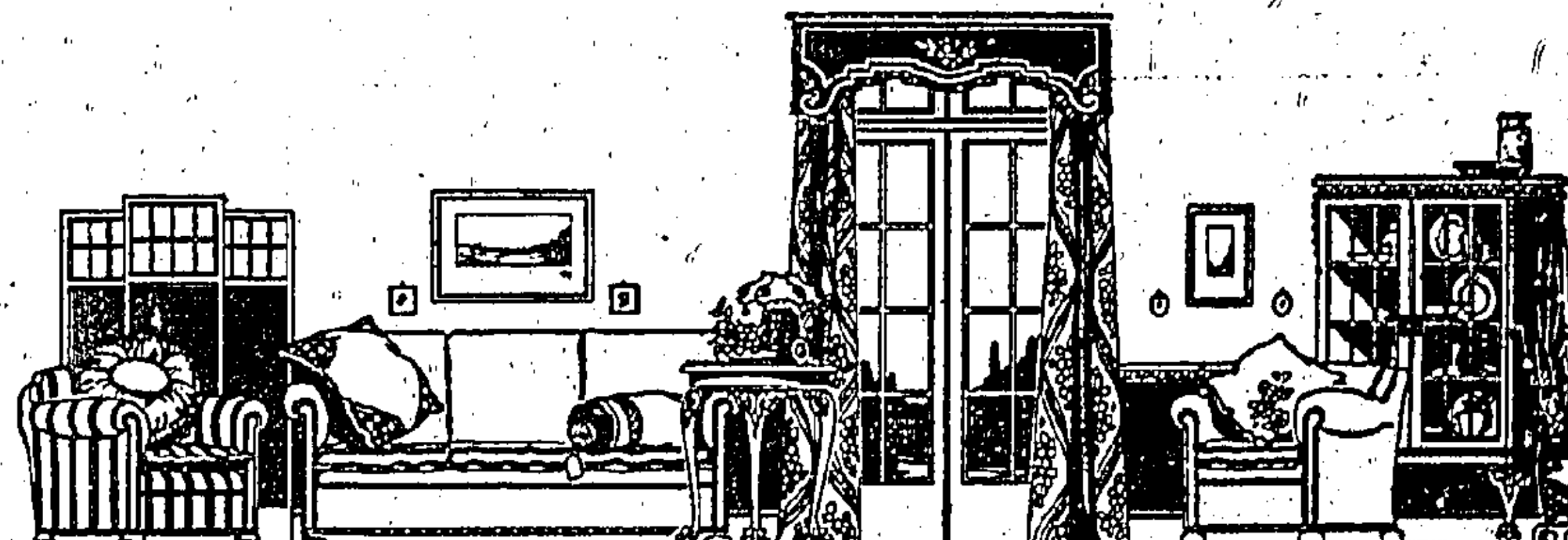
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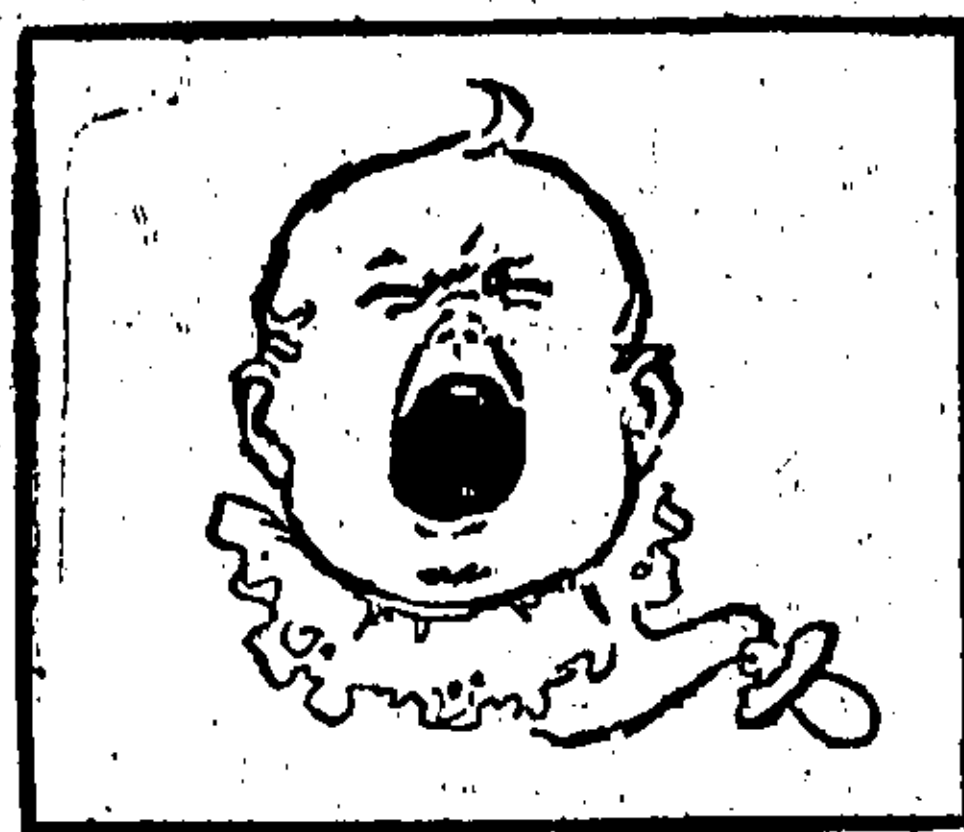
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OPPOSITE THE RACECOURSE
SHANGHAI.

self. It would certainly increase the theatre-going public. In all seriousness I commend this idea to the Theatrical Managers' Association as a fit subject for discussion and examination. I have an idea that in years to come they may be subscribing very heavily to the Morning Post Embankment Home as a token of their gratitude.

As from January 1, 1928, the ensign of the Spanish Merchant Service will be composed of three horizontal stripes. The top and bottom stripes will be red, each of one quarter the width of the ensign, and the centre one yellow, equal to one half the width of the ensign.

While standing on a storey window in Manchester window cleaner fell. Just as he was reaching the pavement he noticed a lamp standard, he bed it, swung round, and all the ground, having and nothing worse than a broken



WOMAN'S World



UNUSUAL CLOCKS.

OF DOULTON WARE.

The latest thing in standard lamps to take the place of silver ones which need polishing is made of Doulton ware. The subjects chosen are beautifully modelled figures in the style of the popular figure pottery by well-known potters, among them being a series of the "London Cries."

A clock is a usual and happy choice as a gift because so useful. The newest one is an exact reproduction of an old walnut design, but the dial also is of walnut, quite a new idea, with black figures on a metal band.

Pictures are perennially popular gifts, flower subjects at the present moment being specially favoured as presents as well as etchings.

VERY FASHION- ABLE.

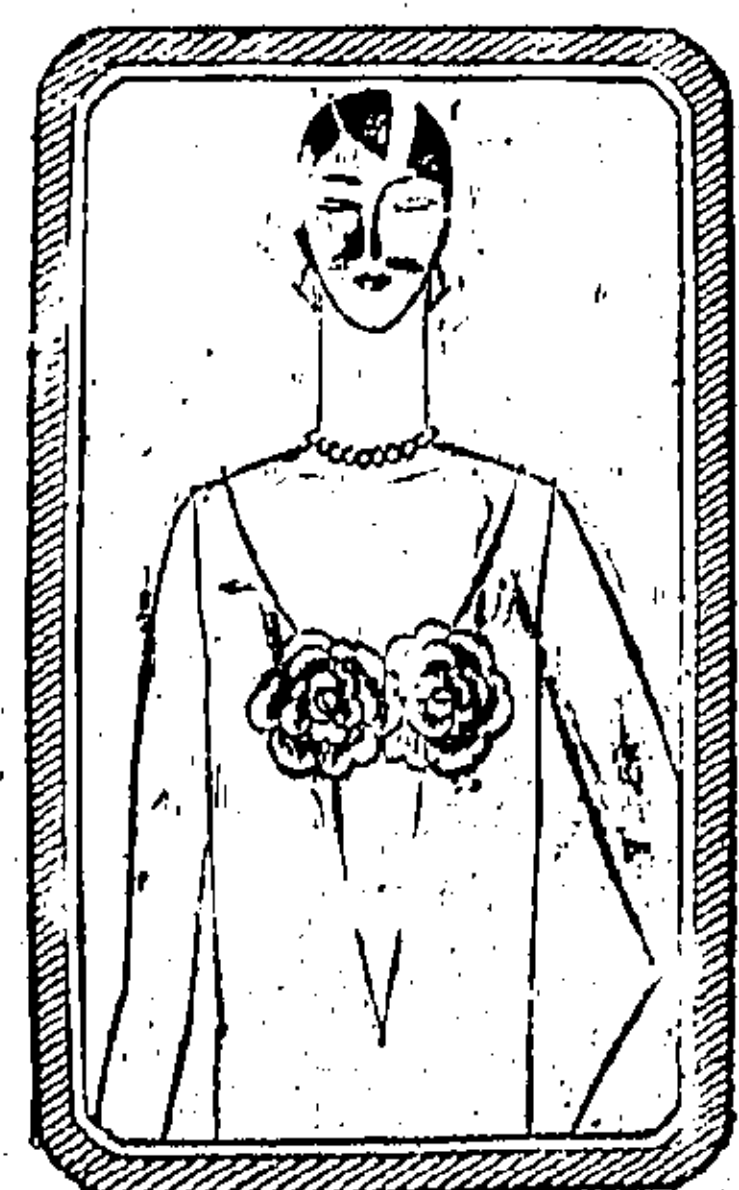


A warm weather suit, consisting of pastel blue skirt, jersey and coat edged with navy blue.

Boxes for "Odds and Ends."

Every list of wedding presents includes a certain number of old things in these days, and one well-known woman antique dealer says that she specially caters for those in search of antiques as unique wedding gifts. Just now the great demand is for old boxes of all kinds, beautiful old Sheraton boxes of inlaid wood, papier mache boxes with their colourful flower decorations, and old lacquer boxes. Old lusters are also often given, while those who can afford it will give as a present a complete tea or dessert service of old china in one of the celebrated makes, Worcester, Crown Derby or Spode.

DOUBLY FLOWERED.



A late contribution from Paris is the use of two flowers at the neck to hold the gown together.

MODERN CLOTHING FOR LITTLE FOLK.

A revolution has taken place in the last generation with respect to baby clothing.

No starch,
No pressure,
No tapes,
No thick, heavy weight.

are the rules for the clothes of the most thoughtfully brought-up babies. For the infant, the National Baby Week Council issue advice that "all clothing should be soft, warm, absorbent, elastic, and evenly applied, with no tapes round the body. Three layers are sufficient."

"One of these two methods is best:

1st Layer: Woven or knitted long-sleeved vest, belt (knitted), and socks.

2nd Layer: Knitted leggings with body.

3rd Layer: Knitted jumper, carrying shawl for at least three months.

Or,

1st Layer: Same as above.
2nd Layer: Soft flannel petticoat, to cover the feet, without sleeves but with shoulder seams to cover the collarbones. No tapes round the body.

3rd Layer: A thin, soft frock. A carrying shawl.

If preferred, the jumper may be replaced by a soft frock. For out-of-door wear in winter a soft knitted hood, coat, and shawl are best."

For the Toddler.

The toddler's clothes "should be light, porous, washable, and suitable for the different seasons," loose and equally distributed over the body. "It is not good to cover the trunk with many layers of garments and then leave bare the thighs and legs."

A Phrase Beloved of Nanas.

Those Nanas who love to have the children "well wrapped up" should be warned that "excessive clothing over the upper part of the body impedes respiration, as it is impossible to use the lungs to the full extent. Too much clothing makes the child disinclined for exercise, in fact, free exercise is not possible. Garments should not button up closely round the neck, but leave it free."

When Baby's Head Should be Uncovered.

"I advise mothers to leave the baby's head uncovered so that plenty of air can reach the hair and scalp when the sun is not strong," said Dr. Eleanor Pullen, medical officer of the West Islington Infant Welfare Centre. Bonnets or linen hats are naturally necessary in hot sunshine in order to protect the neck.

Baby's Diet.

"Baby should be given plenty of hard food as soon as he is put on solids. A good plan is to cut bread in slices and put it in the oven until it is baked a golden brown. This, buttered, is very good for baby. He should be given plenty of fat in his diet, and a good deal of fruit, though the possibility of diarrhoea will be watched.

"There is a tendency to keep a baby on soft foods for far too long a period."

A Savoury Dish.

This recipe is an excellent way of using up the remains of a joint. Mix a tablespoonful of chopped parsley with a teaspoonful of chopped thyme and marjoram mixed, a teaspoonful of chopped tarragon and a minced pickled gherkin. Grease a pie-dish rather thickly with margarine, dried in the oven, then with the mixture of herbs. Lay some thinly-cut slices of cold beef, mutton or veal on this, sprinkle with salt and pepper, cover with another layer of the herb mixture and more breadcrumbs, continue these layers until the dish is full, but the top layer must be of breadcrumbs. Pour in a little good brown gravy flavoured with mushroom ketchup, put a few pieces of margarine here and there over the top and bake in a slow oven until hot through and nicely browned, which will be about half an hour.

Serve in the dish in which the mixture is baked.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Aug. 4.
This week Madeline has sketched for us an evening cloak which on the face of it does not look particularly original, although practical and quite becoming. Upon further investigation, however, one sees that there is some kind of decoration on the collar, sleeves, and hem, which lends an original note, and this is hand-painting. Painting fabrics is a new form of decoration and looks most effective when carefully done. All the large stores stock some sort of hand-painting commodity, and only a moderate amount of skill is necessary to evolve most attractive designs. This lovely evening wrap is of metal cloth and has a border design in various bright colours. All that is needed is a transfer pattern and an outfit of some fabric paint obtainable at most of the large stores. It is so easy to apply and just needs a transfer pattern. The material can be anything from satin to repp. In addition to evening cloaks, one can tackle, given the necessary equipment and confidence, shawls, settee-covers, mats, cushions, or anything you may think of. In the case of settees, it is better to select what one might call an isolated corner and just attach one design or flower; not attempt to adorn the whole settle where it will undoubtedly wear off.

Stephanie has supplied us with a most effective warm weather suit consisting of pastel blue jersey material edged with navy blue. You will note the three pieces—pleated skirt, jersey and half-length coat—which still maintain their popularity. The monogram on the front prevails, and it is a rather fascinating fashion. If you adopt this fashion, your hat will be one or other of the blues, trimmed with the corresponding colour scheme; and very fascinating you will look, too.

Is That So?

The King and Queen, and everybody who matters are at Cowes, and unless you are one of the elite, there is literally nothing doing. Therefore, as nobody looms largely in the public eye at the moment, I have had sketched for you a little novel design which has attracted me. It is a return to the Victorian era, in the shape of a wrist posy composed of forget-me-nots, tiny rosebuds,

and anything else of a suitable nature. When you have made your posy, you string it on black velvet ribbon and tie it round your wrist. Let it be whispered that I have seen these posies with powder puffs underneath, resting against the wrist, but I consider the idea revolutionary and out of keeping with the general scheme, to say nothing of the fact that I think there is a certain amount of likelihood that stray powder will slip out from underneath. This fact, however, does not appear to worry the people who employ the posies in a dual capacity; and whether they are merely ornamental or ornamental and useful, they look extremely becoming as an offset to a sleeveless frock. I have previously remarked upon the paradox of combining Early Victorian fashions, such as posies, crinolines and artificial side curls, with the modern fashions, and this is yet another illustration of the vogue. There is no reason why you should not make one of these posies yourself, very much less expensively than buying it.

Try This.

Fritters are always an attractive dish, but so often people who are not in the expert cook category refrain from attempting them because they seem ambitious. If you follow this recipe, I think you will find that you achieve them with the minimum of trouble. They are called, in this instance, Apple and Orange fritters. The oranges should be peeled and divided into sections. Take away all the pips and as much of the pith as possible. Sprinkle them well with castor sugar; dip in a batter made of a quarter of a pound of flour, one gill of warm water, one ounce of butter and one egg; have ready some hot frying fat (about two inches deep); dip an iron spoon into the fat, then take a piece of orange covered with the batter, slip it quickly into the frying fat and fry a light fawn colour. Drain on some kitchen paper, and serve piled up high on a dish. In the case of the apples, these should be pared thinly, the core taken out with a cutter, then cut in thin slices so as to form rings. Put these in the batter, take them out with a skewer, and plunge in the hot fat. Bananas and Pineapple are very effective treated in the same way.

It has just occurred to me that I may have been a bit cursory over the batter if I am speaking to inexperienced cooks, so perhaps I had better add that the method of blending the ingredients mentioned is to put the flour through a sieve into a basin, after which you make a well in the centre and drop in the yolk of an egg. Melt the butter in the warm water, and mix this gradually with the flour and egg. Whip up the white of egg to a strong froth and mix it lightly with the whole. As a general rule, one sprinkles castor sugar over sweet fritters prior to serving them.

The Street of Adventure.

If you are enthralled by the glamour of the Georgian period, you cannot do better than acquire by whatever means you employ to obtain your current literature, "Maid of Honour" by Lewis Melville (Hutchinson). Mr. Melville needs no introduction from me, because he has already given us numerous books upon his favourite period, including "The First Gentleman of Europe," "An Injured Queen—Caroline of Brunswick," "Regency Ladies," and so on. In the book under review, he takes the story of her life, thereby bringing in many points which might possibly appear irrelevant, but which are undoubtedly extremely interesting to the reader. I suppose most of us have thought the position of Maid of Honour a very great distinction and full of thrills. It may be the former—undoubtedly, in fact—but as regards the latter, certainly it was not in the period described. If the following may be taken as an example of the "daily round and common task" of a Maid of Honour: "No mill horse ever went in a more constant track, or a more unchanging circle. . . . At night the King plays at commerce and backgammon; the Queen at quadrille, where poor Lady Charlotte runs her usual, nightly gauntlet, the Queen pulling her hood and the Princess Royal rapping her knuckles. The Duke of Grafton takes his nightly opiate of lottery and sleeps as usual between the Princesses Amelia and Caroline." Etcetera. Not very festive, is it? It makes one very philosophical about one's own life!

HIS BABYSHIP'S CARRIAGE.

DEEP REDS AND BLUES
LEND NOTES OF COLOUR.

Nowadays one never calls them "perambulators." The name has disappeared with the boneshakers, cramped and draughty conveyances, in which youngsters of the previous generation took their first outings.

Baby carriage bodies in these days are coach-built and painted. Deep red, blue and fawn are popular colours, and plated fittings add to the handsome appearance of the panelled chassis. The shining side panels often bear baby's crest or monogram.

Special washable leather-cloth is used for the interior upholstery of the best cars, while softly-padded cushions form a foundation for the cosy little bed.

Good Springs.

All wheels have shock-resisting tyres, and double springs avoid possibility of the sudden bumps and jerks which are so disturbing to baby's peace and bad for his physical well-being.

Withal, these very complete carriages are delightfully easy and light to handle, and are designed to save all strain and exertion in pushing.

At the opposite extreme to these big baby coaches, the newest folding chairs and framework carriages collapse into the smallest conceivable space. Some can be folded up and slipped neatly into waterproof cases, to be carried like handbags.

A Picnic Hint.

Bottles and jars must be tightly corked if the contents are to remain intact during transit. But they may also be the more easily opened at the picnic if before inserting the cork a strip of tape is placed under the cork with the two free ends left well above the bottle. In opening, when the free ends of the tapes are pulled, the corks come out without trouble.

DELIGHTFUL FROCK.



A delightful afternoon frock of navy blue and white crepe-de-chine, with circular frills terminating at the hip-line on one side, and white georgette transparent puffs to the sleeves.

wide tulle frill to match the profusion of blossoms in exact similitude to an old-fashioned parasol.

EARNING A "GOOD TIME."

Many a young girl who enjoys little opportunity for a "good time" at home may participate in some very pleasant holidays and outings with well-to-do friends if she is sufficiently tactful and enterprising to conform to their mode of life and makes herself agreeable enough to become useful and in demand.

People soon begin to rely on an attractive girl who is always ready to make one at the bridge table, and can, besides, play a really good game; who is delighted to show anyone the new Charleston steps; or will display pleasure at a shopping expedition in which she is expected to fetch and carry. They ask her again and again if she is at their service over the phone, and willing at short notice to slip into a pretty evening frock to complete a party at the dinner table, for the theatre, or a dance. If an expected guest fails the hostess, she thinks of that "nice little girl" who seems very pleased to step into the vacant place, without display of injured dignity that she has previously only been invited at the last moment, and has an amusing fund of conversation to help entertain other guests.

Expressing Appreciation.

And when she has enjoyed a good time she doesn't forget to thank her kind hostess warmly and prettily, with an immediate note, if it is a more important occasion, attentions which are appreciated and duly remembered in her favour.

The girl will find tennis, golf, and, indeed, any sports useful accomplishments, and if she can sit at the piano and accompany well, or rattle off dance music, so much the better.

She can easily make herself very much liked, and almost indispensable to the woman with no daughters of her own, or without a companion, if she has a cheerful smile and an eager readiness to be of use on any occasion, especially if she also knows the tactful moment at which it is better to efface herself. Her efforts to be agreeable and necessary are more than repaid by the many opportunities she gains of meeting people and participating in functions denied to most girls with small income.

Such an ordering of her life is hardly in character with the very independent, or the selfish type of girl, who will not trouble herself to study other people, even to her own ultimate advantage, but to the one with naturally pleasant manners and adaptable nature, the part comes easily.

P. H. E.

PHARMACY FOR WOMEN.

GOOD POSTS OPEN TO THOSE
WHO ARE INTERESTED.

One of the oldest professions to admit women as well as men is that of pharmacy. Since 1843, when the Pharmaceutical Society of Great Britain was granted a Royal charter, women have been allowed to take the examinations.

The training for this profession is spread over about four years. A preliminary examination, such as the "Metric," or any other which is recognised by the Pharmaceutical Society, has to be passed before the student can be placed on the register of the society as a student. After this, about six or nine months must be spent in preparing for the preliminary scientific examination. The subjects which are studied in this first part of the training are botany, chemistry and physics.

In the next two years the student must become an apprentice either in a retail chemist's or in an approved hospital. Then there is the final course of study in pharmacy, dispensing, materia medica and poison law. This takes about six months and it is for the qualifying or final exam, which can only be taken when the candidate is 21.

The total cost of this training, including the examination fees, is about £70. During the two years' apprenticeship the apprentice is usually given a small weekly sum for fares, &c.

There is another examination, held by the Society of Apothecaries, which qualifies as assistant dispenser. The course for this examination lasts about nine months, and students may qualify at eighteen. The posts open to them are mainly with doctors, and the average salary is about three guineas a week, depending on the hours of work.

THIS WEEK'S RECIPE.

SHRIMP STEW.

One pound fresh shrimps, 4 table-spoons butter, 3-4 teaspoon salt, 1-2 teaspoon paprika, 1-2 teaspoon pepper, 1-2 teaspoon celery salt, 8 cups milk, 1 tablespoon flour, 1 tablespoon minced parsley.

Remove shells from fish and with a sharp pointed knife remove tiny dark vein. Wash thoroughly and run cold water through them. Drain slightly. Put butter and shrimps into stew pan, add salt, pepper, paprika and celery salt, cover and simmer over a low fire for fifteen minutes. Add milk and bring to the boiling point. Rub flour into 1 tablespoon butter and stir into hot stew. Cook five minutes, stirring constantly, sprinkle with parsley and serve with toasted crackers.

"ORIGINAL DECORA- TION."



An evening wrap of metal cloth, with a border of hand painting. This decorative effect can be obtained from hand painting materials at a very reasonable cost.

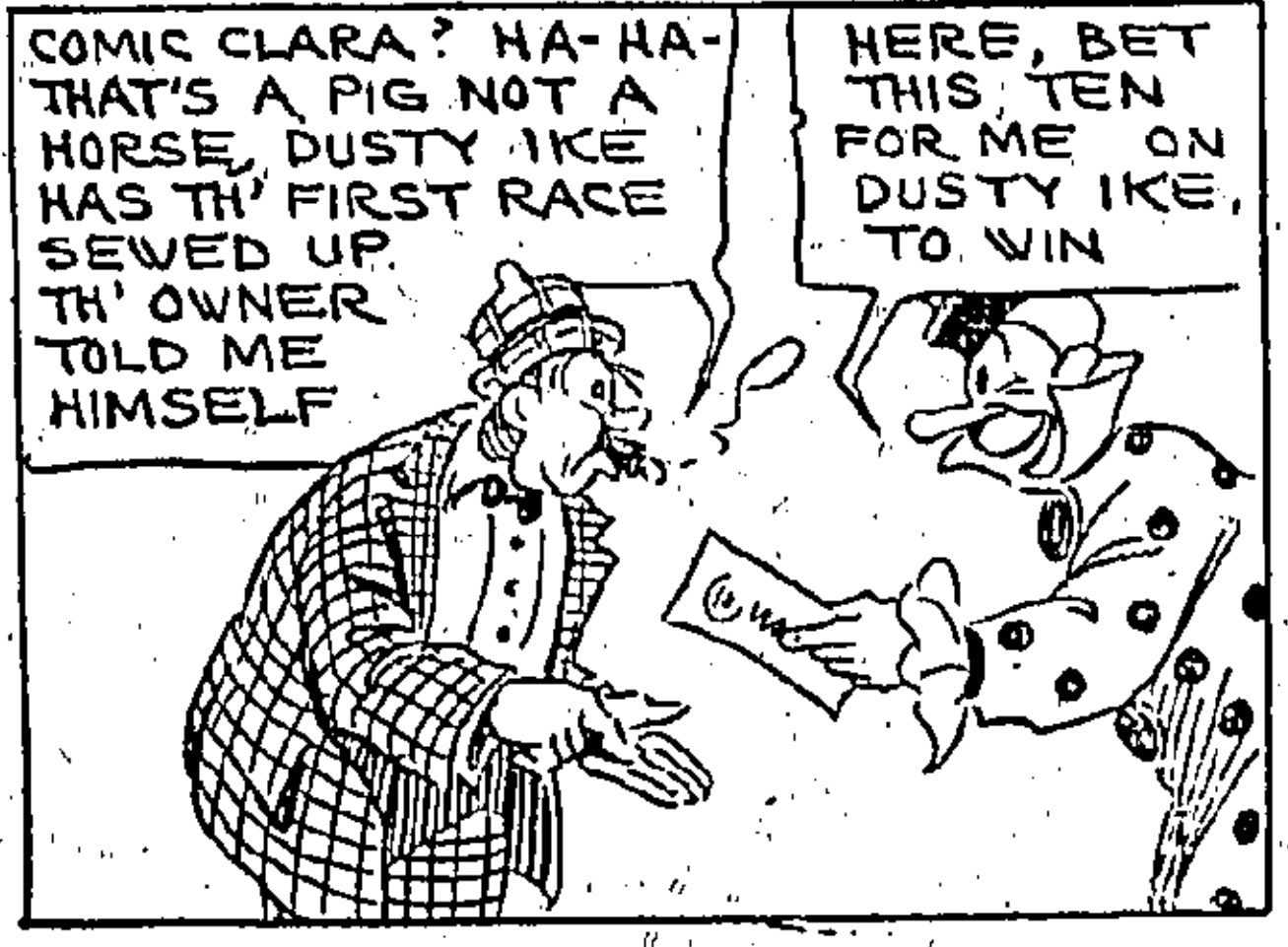
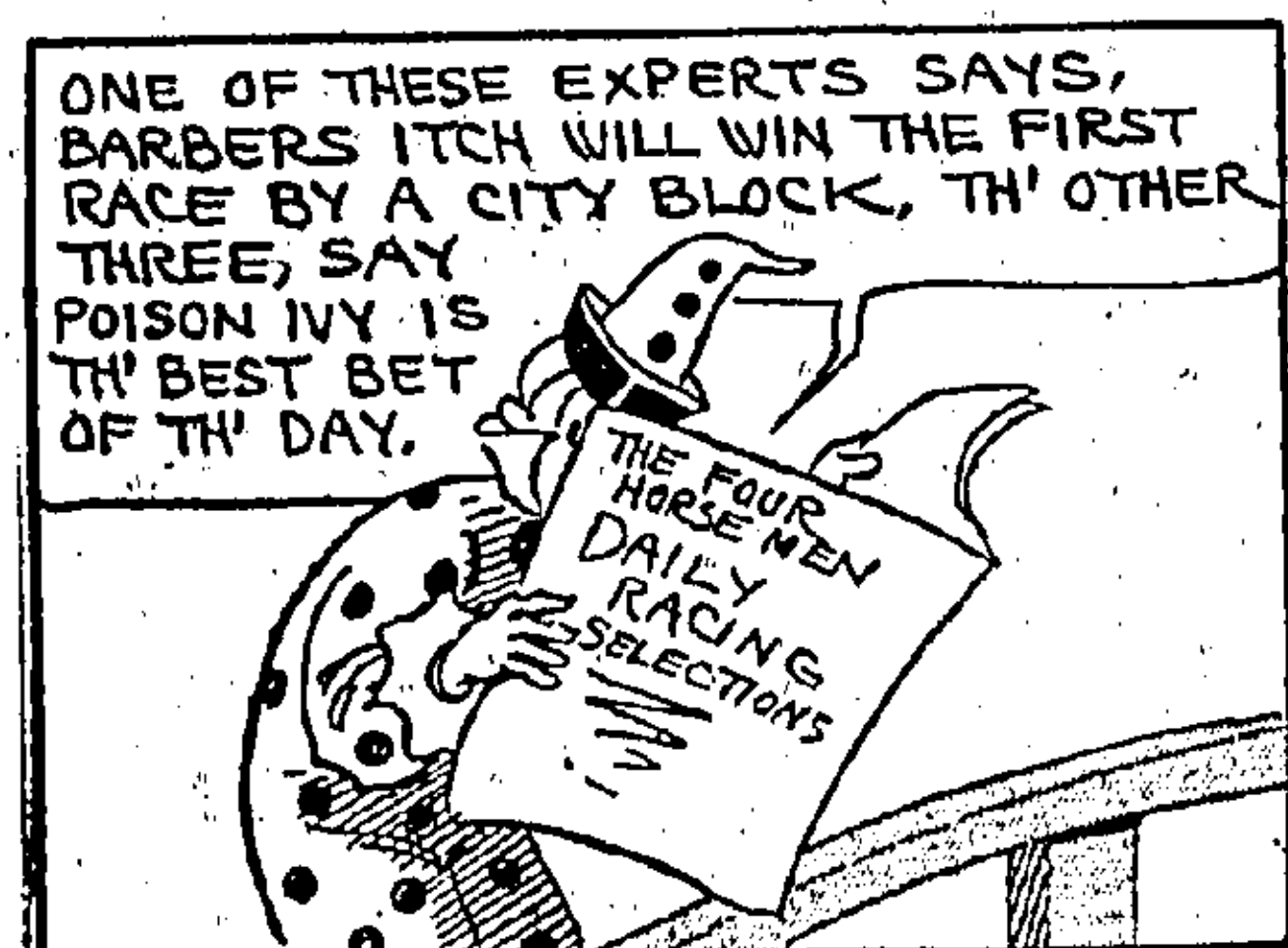
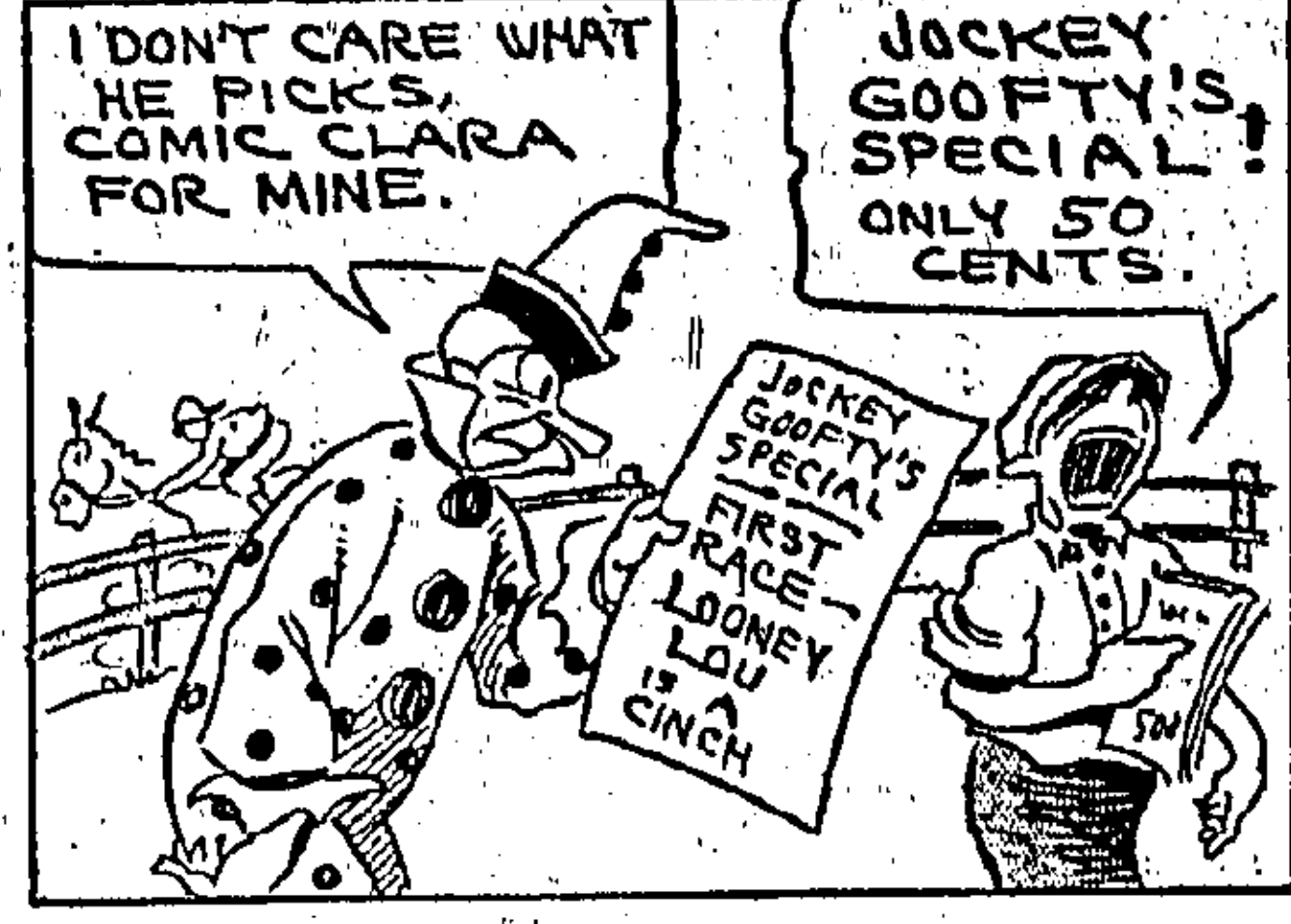
Your Summer Dress.

Unless your summer voiles and similar coloured fabrics are guaranteed fast, it is best to assume otherwise, and so take the greatest possible precautions when laundering them. Use a warm, not hot, soapy lather and get on with the washing and drying as quickly as possible. Give a final rinsing in cold water to which has been added a tablespoonful of salt and a tablespoonful of vinegar to each gallon. The salt will set the colours that show a tendency to run, and the vinegar will revive shades that have suffered from sun or soap.

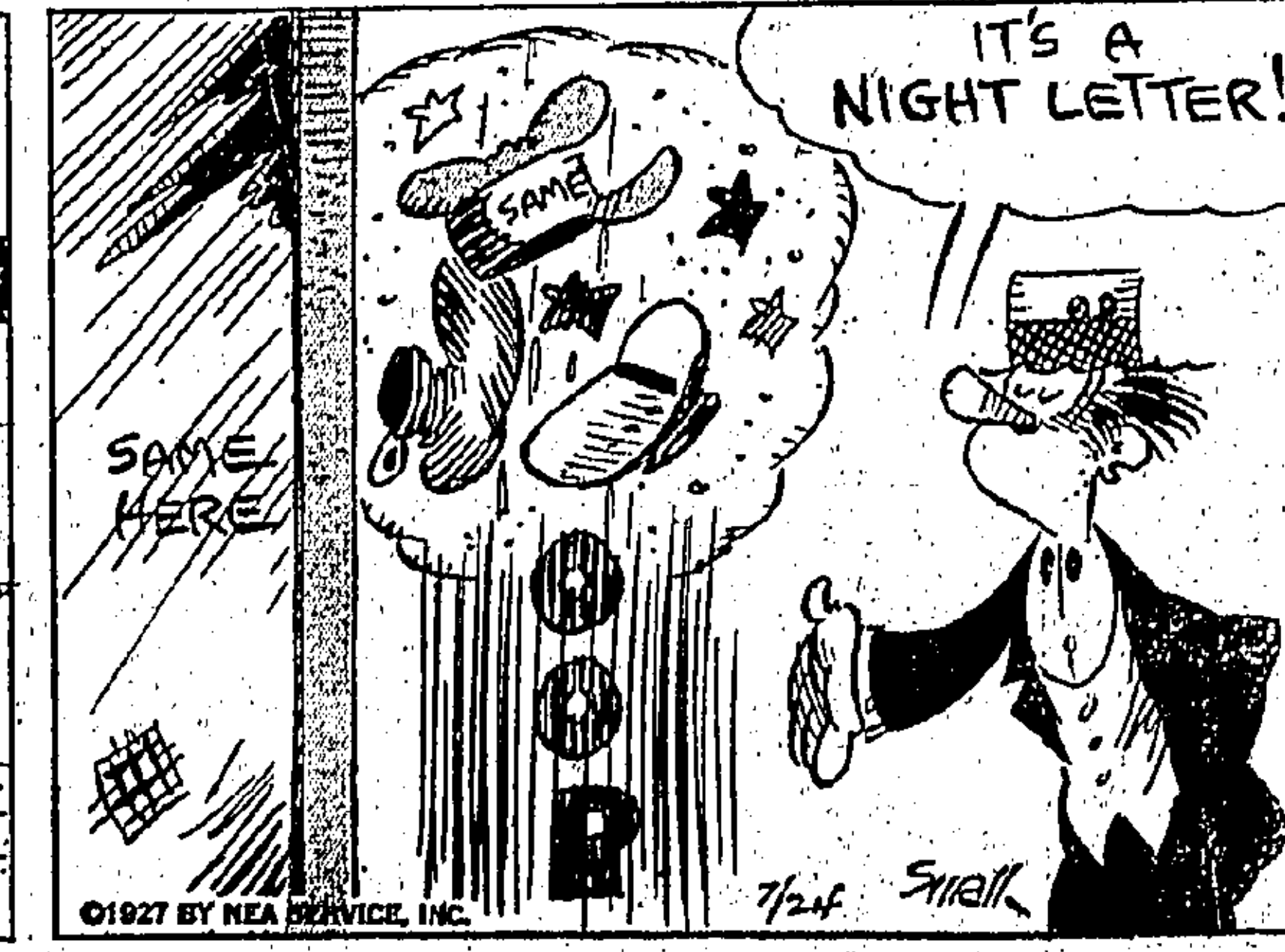
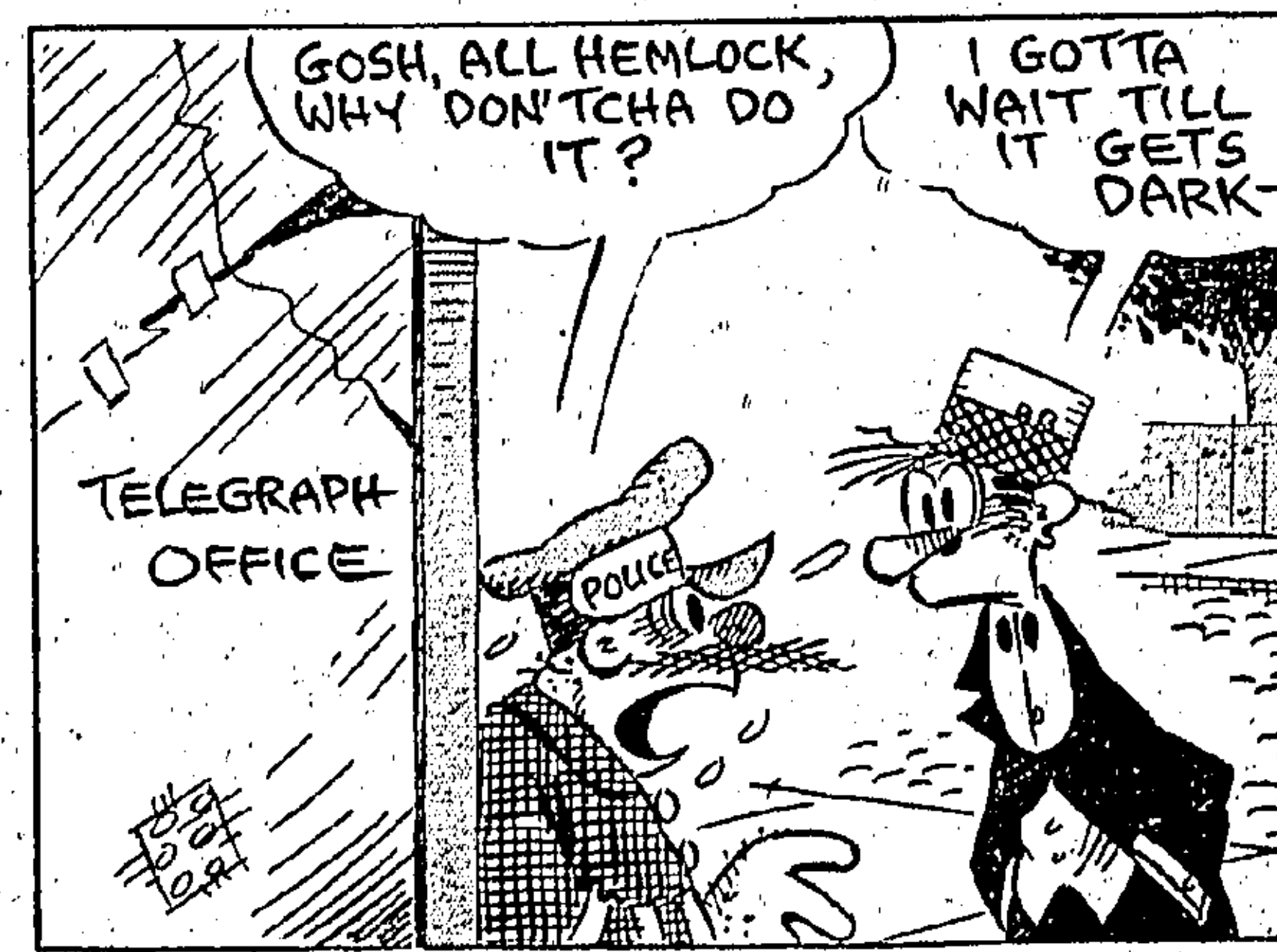
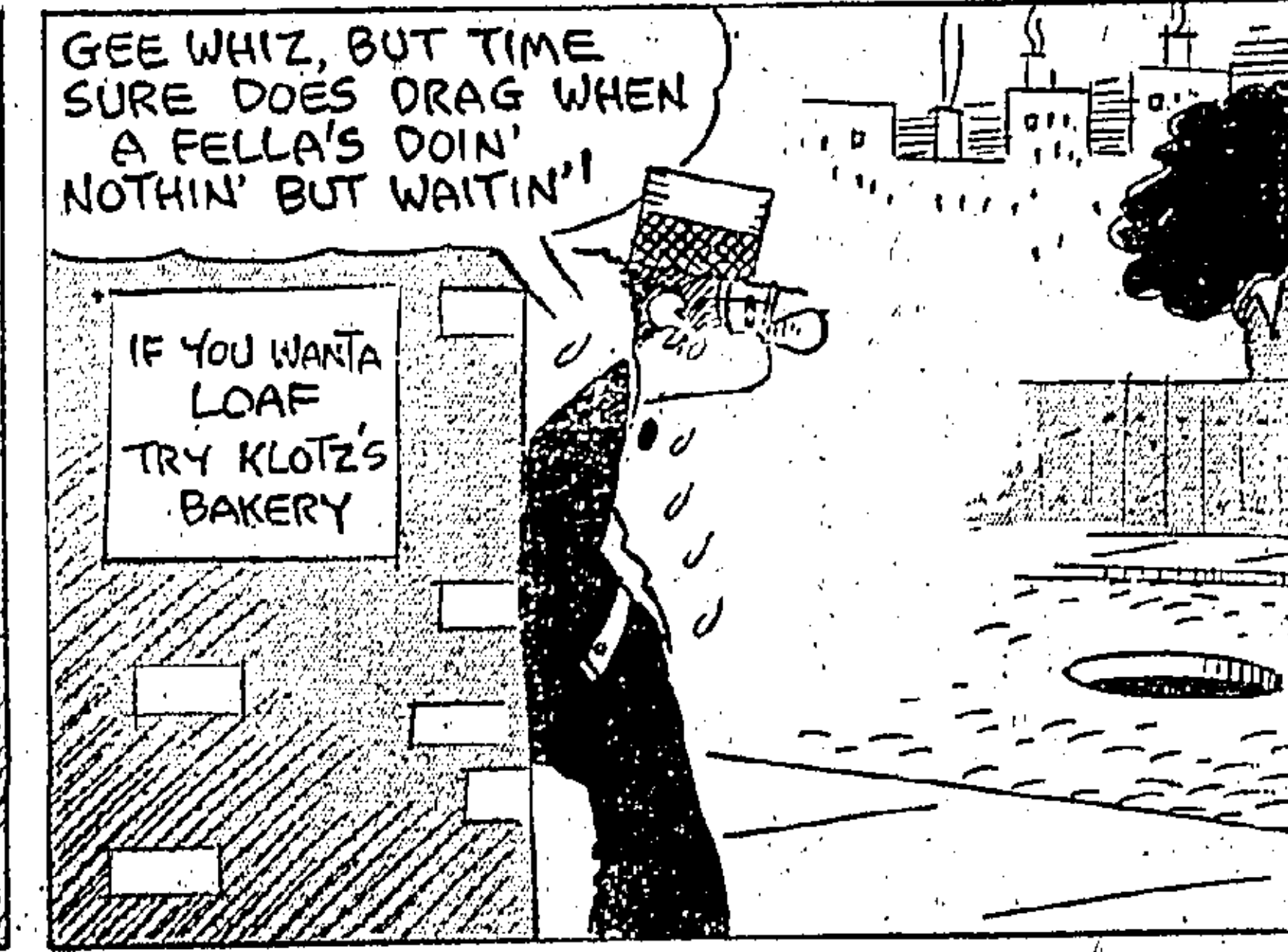
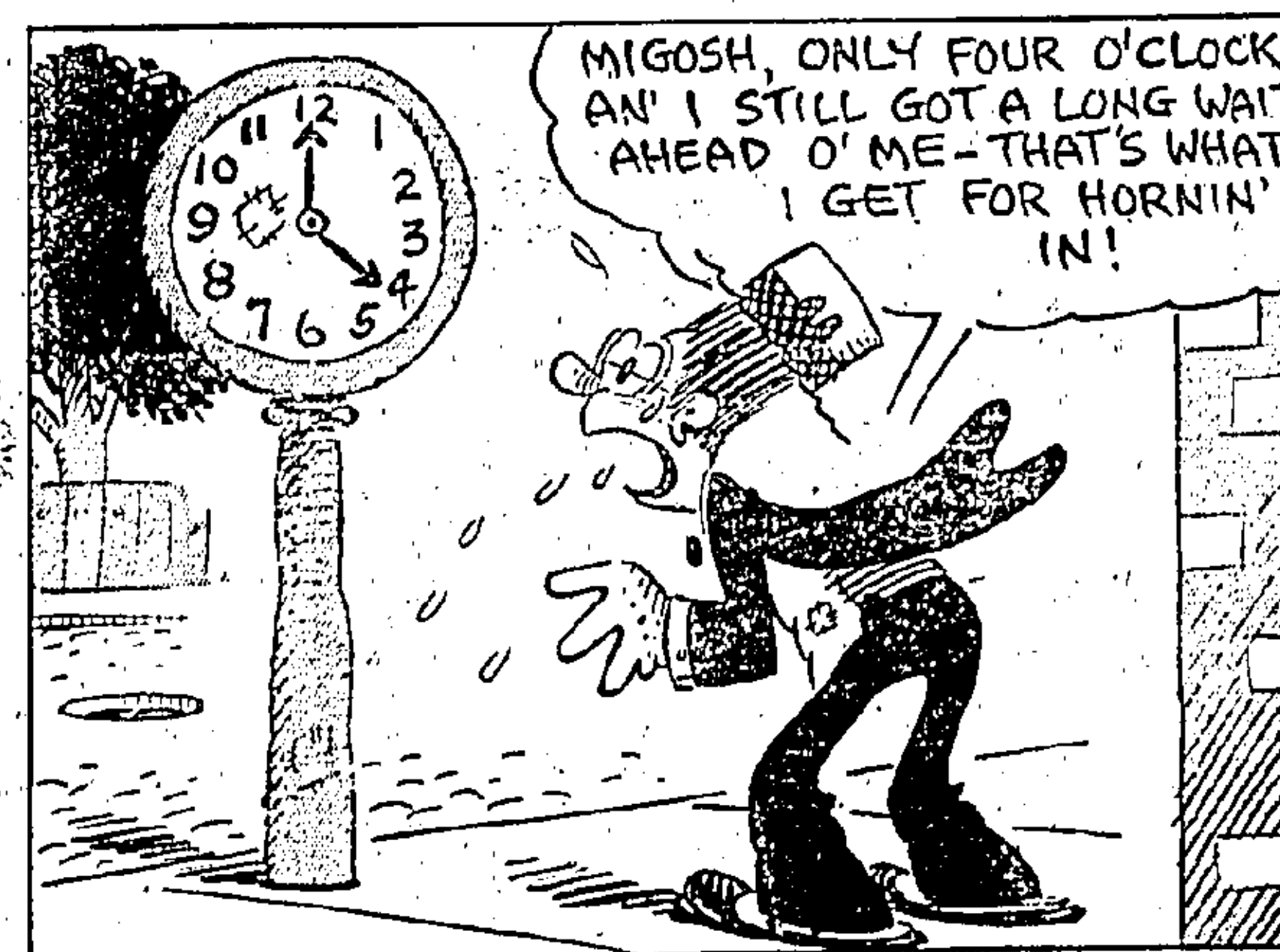
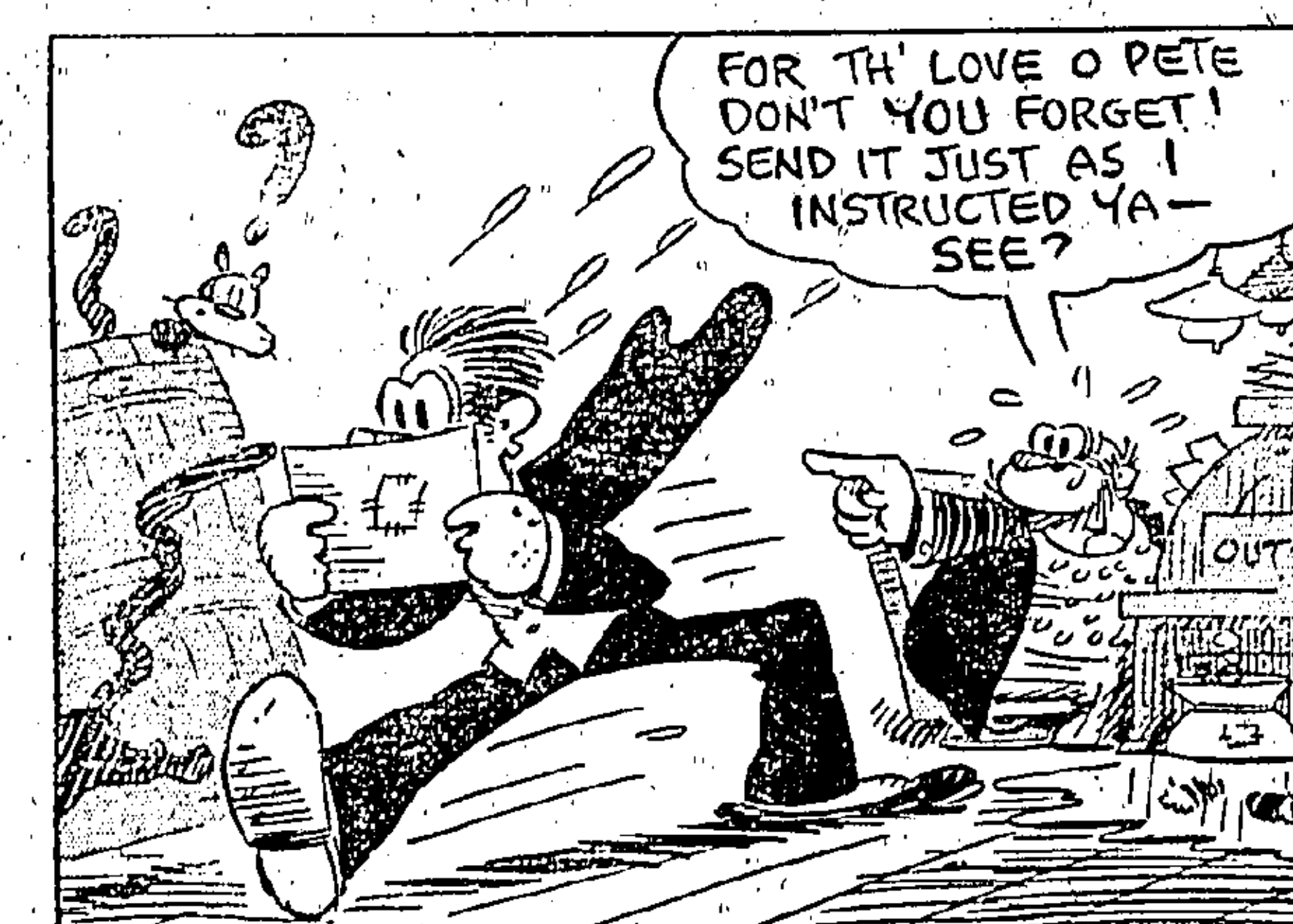
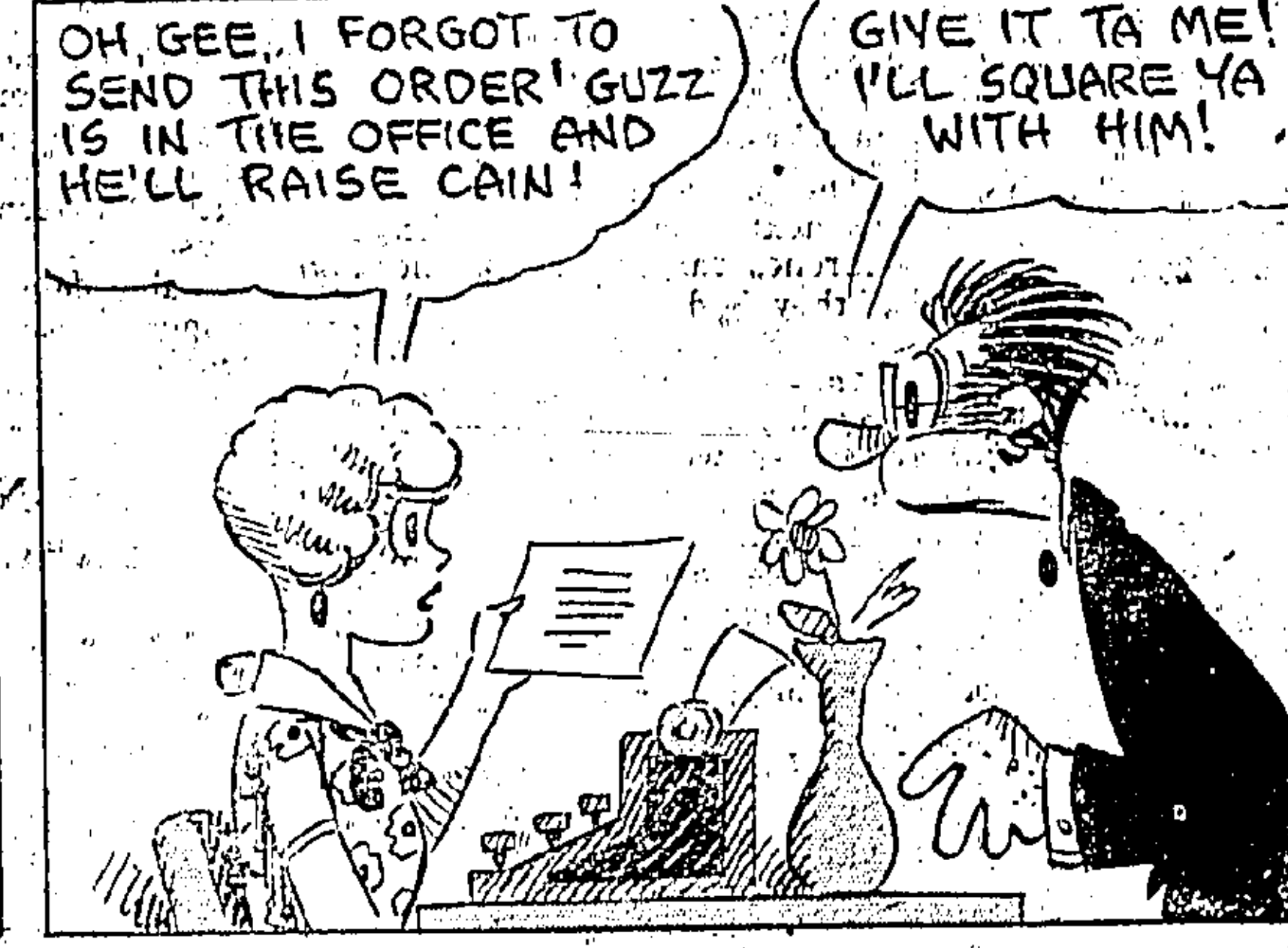
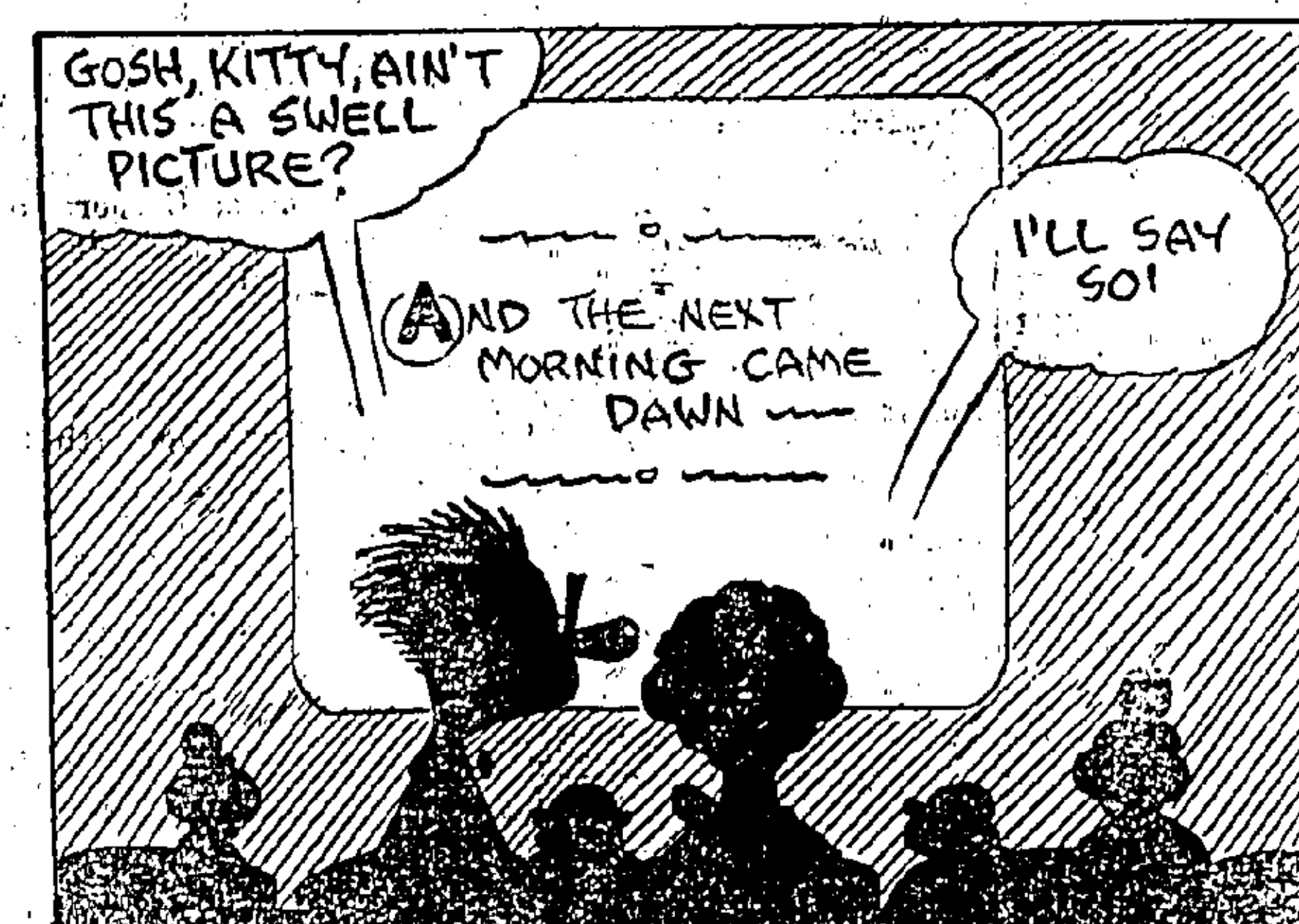
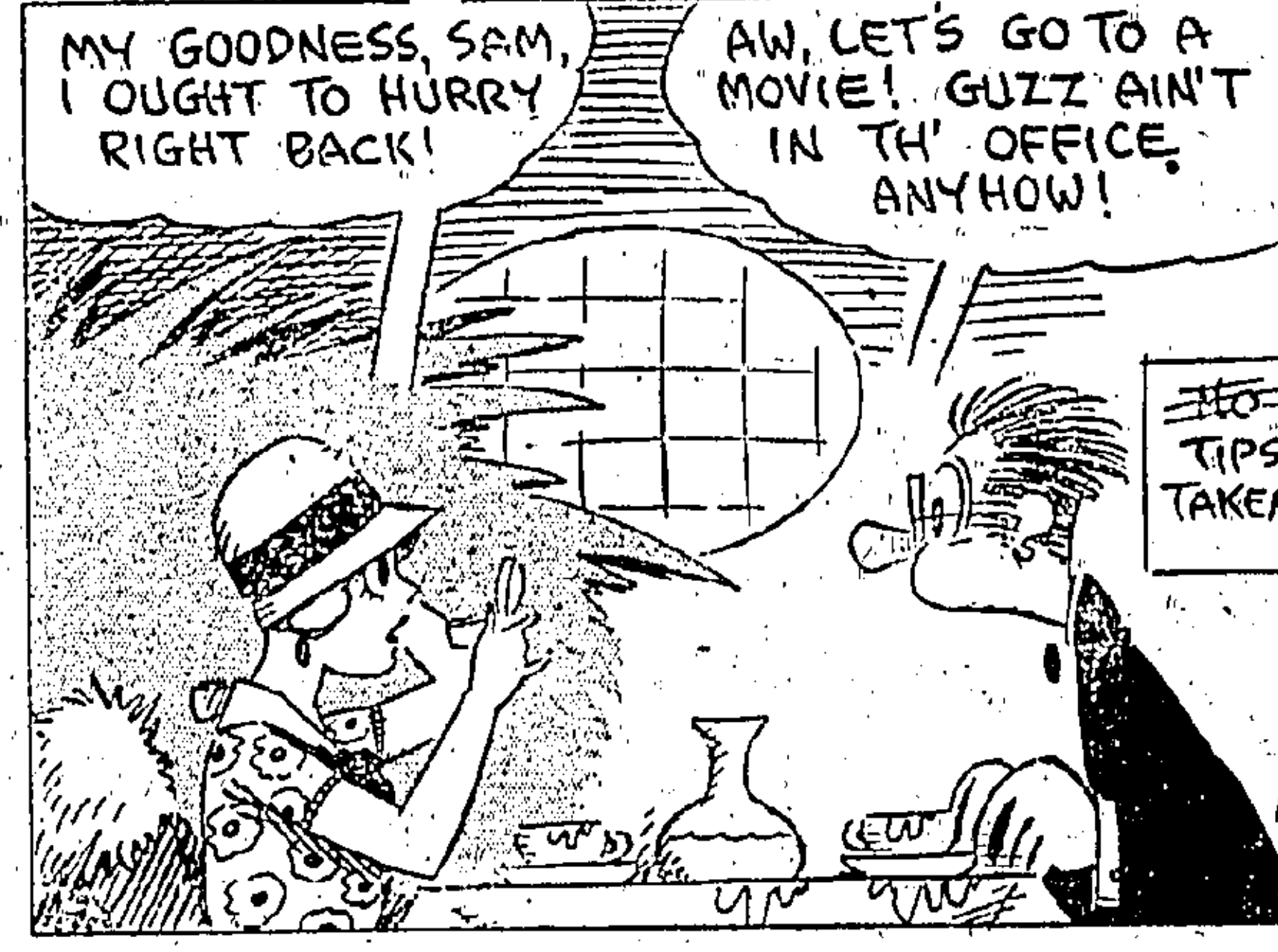
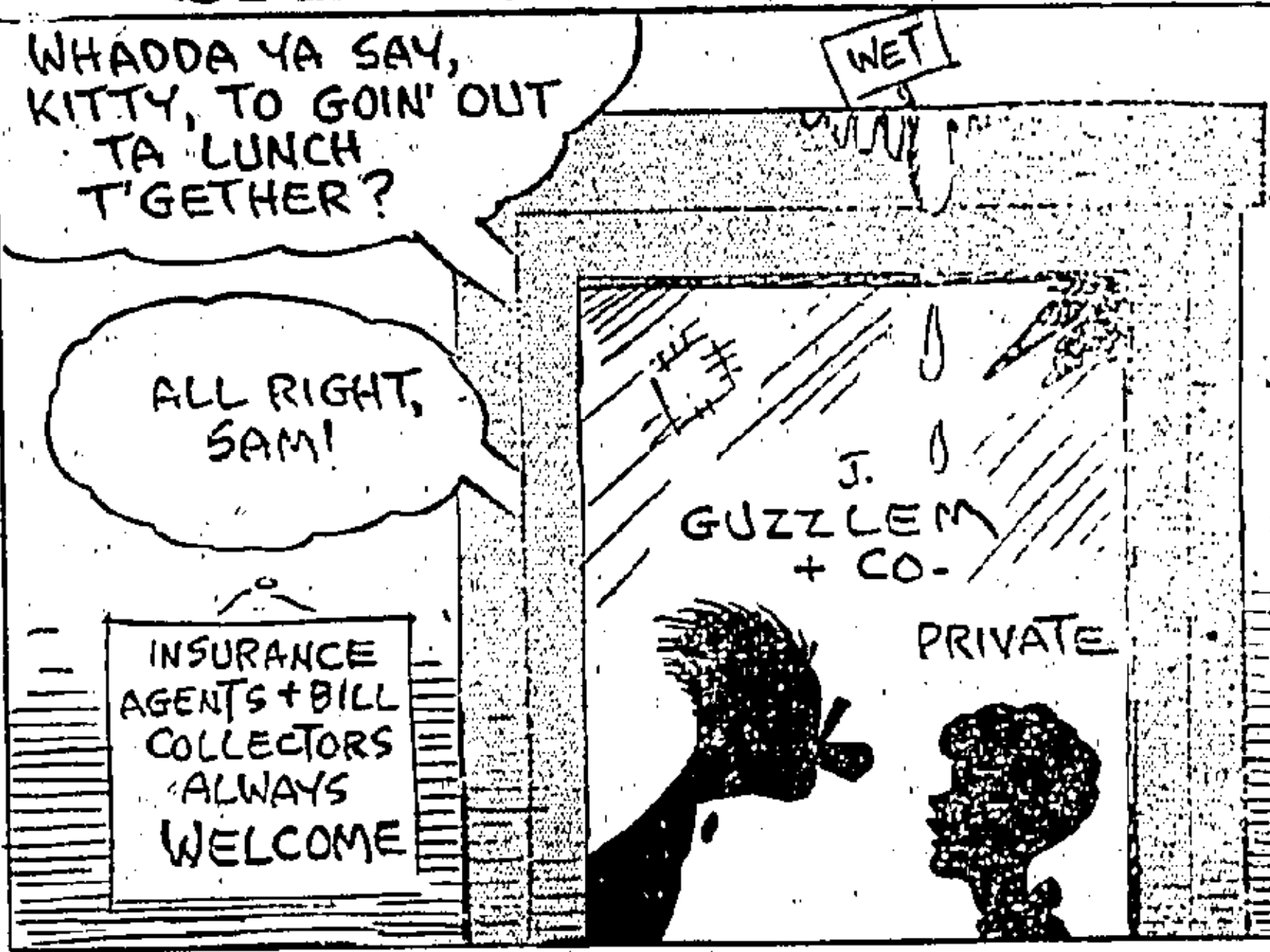
REPTILE FLOWER.



Reptile skin accessories are of great importance in the present day mode—a flower of make-up for tailored suits.



SALESMAN SAM



WHITEAWAYS FOR DOLLAR VALUES

THE WORLD OF SPORT

HOME CRICKET.

END OF SEASON MATCHES.

HENDREN'S DOUBLE.

The cricket season at Home is slowly drawing to a close and, with the two matches played during the last two days, there only remains two more to be played before the game gives way entirely to winter activities.

In the match against Kent, Hendren (Middlesex) scored a century in each innings for the M. C. C., while his fellow club player, Durston, proved the most successful trundler, dismissing thirteen Kent players.

The M.C.C. team to tour South Africa engaged Mr. C. I. Thornton's XI but the match was not concluded.

The chief individual performances were:

Batting.
Woolley (Kent) 141
Hendren (for M.C.C.) 119
and 102
Hearne (for M.C.C.) 100
not out

Bowling.
Durston (for M.C.C.) 8 for 110
Tate (for Thornton's XI) 6 for 43

KENT OVERWHELMED.

Hendren Scores Double Century.

The most notable feature of the match between Kent and the M.C.C. played at Folkestone was the scoring of a century in each innings by Hendren for the Marylebone team.

Kent suffered defeat by 188 runs, Durston taking thirteen wickets during the course of the match. The scores were:

M. C. C.: 343 and 275 (for 8 wickets declared).
Kent: 223 and 207.

Hendren was the mainstay of the M. C. C. team and reached three figures in each innings. In his first attempt he scored 119, while he contributed 102 in the second, in which innings Hearne just reached the 100 mark.

In their first innings Kent, relied greatly on Woolley's effort for their score of 223. He carried his bat for 141 runs, Durston, the Middlesex bowler, captured eight wickets for 110 runs in the first innings and five for 64 in the second.

THE SOUTH AFRICAN TEAM.

M.C.C. Tourists Play Drawn Match.

The team to tour South Africa during the coming months met an eleven, captained by Mr. C. I. Thornton at Scarborough and played a drawn game. The scores were:

M.C.C. Tourists: 205 and 145 (for 1 wicket).
Thornton's XI: 364 (for 9 wickets declared).

Against the M.C.C. South African XI, Tate, in the first innings, took six wickets for 43 runs.

INTERPORT BOWLS.

SHANGHAI ARRANGEMENTS.

Shanghai will send a team down south leaving here on the Empress boat on or about October 6, says the Shanghai Times. There is every chance of Shanghai sending down a first class team as several of our best players have already submitted their names. At the next meeting of the Committee of the Lawn Bowls Association on September 15, the team to represent Shanghai will be selected. Any bowler who can get away and feels that he can help to strengthen our side is requested to submit his name to the representative of his club on the Association Committee.

Jane Lucas, wife of a traction-engine driver, who lives in a six-roomed house at Baltic-road, Tonbridge, has just given birth to her twenty-fourth child, M. S. Goldsmith, who lives in another part of the town, has had 23 children. Mrs. Lucas has been twice married, her first husband and three sons being killed in the war.

SUNDAY SPORT

"WAR."

GREYHOUND RACES ARE CANCELLED.

SOUTHEAST SCENES.

Amazing scenes were witnessed at Southend when it became known that the proposal to hold Sunday greyhound racing had been abandoned, says a Home paper of last week.

The promoters have bowed before one of the most remarkable community discussions that ever convulsed a town.

Before the announcement on Saturday, the directors met to consider the letters from the Mayor and Chief-Constable. The latter wrote that he was unable to guarantee police protection.

Various religious bodies in the district had organised protest meetings, which were to have been held outside the race track. Processions with banners were to have marched round the town.

The Mayor had received a deputation from the Church of England clergy and of the Free Church Council, who implored him to use moral influence with the promoters.

The Rev. G. W. Alway, speaking for the party, mentioned that many people were already leaving Southend because of existing conditions on Sundays. Our plea is to allow us to retain the very little bit of God's day yet remaining, he said.

Prayers of Thanksgiving.

Prayers of thanksgiving were offered in all the churches yesterday, and when the Rev. Ewart James referred to the decision, a packed congregation at the Cliff Town Congregational Church suddenly broke into applause. Similar scenes took place in other churches.

The proposed racing had the paradoxical effect of filling the churches throughout the borough as they had never been filled before. People flocked to hear the promised denunciation by local preachers, and in some cases churches were filled long before the services were due to begin.

Unaware of the decision, groups of people including some trippers from London and a number of girls and children, gathered outside the ground where the racing was to have taken place. When told of the decision, they asked why the scenic railway, water-chute, and other amusements were in full swing in the adjoining Kursaal if dog racing was forbidden. A band of youths in parade singing in extemporised song with the refrain "We are going to the dogs, bow wow."

Hostile Demonstrations.

There were hostile outbursts by supporters of Sunday racing when Mr. H. H. Martin, secretary of the Lord's Day Observance Society rose to address a huge meeting of trippers on the Front on "The Defeat of the Sunday Destroyers." Cries of "Killjoy," "We want freedom to enjoy ourselves on Sunday," "What would Southend do without a seven-day week?" were hurled at him, and he was subjected to a running fire of questions.

"Behind this dog racing is a whole army of bookmakers and betting touts playing their degrading business," he declared amid shouts of protest, and counter shouts of "This shows that Englishmen will not tolerate the licence and laxity of the Continental Sunday, where half the population perform their everyday duties in order to provide amusement for the other half. We view this project as the most shameful form of Sabbath desecration and merchandising ever attempted in this country."

After a long address and some lively exchanges with hecklers, Mr. Martin left the Front amid enthusiastic cheers.

Mr. Martin told a Press Association representative he had written on behalf of his Society to the chairman of the Greyhound Racing directors expressing the Society's appreciation of the decision, and he paid warm tribute to the Mayor of Southend, the Chief-Constable, local ministers, the Press, and others who had assisted in the fight.

The First Step.

In another interview, Mr. Martin expressed the view that Sunday greyhound racing would be the first step towards Sunday horse racing, and "an unwarranted

NOW OR NEVER.

A CHANCE AT REPULSE BAY.

(Contributed.)

Yesterday morning's destruction of matchsheds at Repulse Bay, has surely provided the Government with an excellent excuse to put into immediate operation, a modern scheme for the provision of bathing facilities at that resort.

Public opinion is undoubtedly in favour of abandoning the flimsy matchsheds in favour of a more permanent structure, and not only that, but under a new system, many people who are at present unable to secure a site, should be able to obtain accommodation were the matter arranged on a fair business basis.

Since the last typhoon, matchsheds owners have received a notification from the Government to the effect that before sheds are re-erected, it will be necessary to comply with conditions which aim at bringing the structures into better alignment. This alone shows that there is an official hope to make some improvement in the present jumbled system, and the thought naturally strikes one that the matter should be tackled from an entirely new angle.

It is therefore suggested that bathing huts be built of a strong material, fireproof if possible, and that an annual rental be fixed and a list opened for those who would be prepared to rent same. I am assured that a material does exist which would prove most serviceable, and with which suitable huts could be erected at approximately \$500 each. The life of these huts would be from eight to ten years, and if an annual rental of say \$100 were charged, there would be sufficient margin to cover cost of maintenance, caretaking, etc.

This is merely a suggestion, but it is earnestly hoped that as such, it will at least receive consideration. If it is not feasible, the subject can naturally be dropped, but until it is found to be but an idle proposal there is sound argument in favour of it being fully investigated. In any case, if enquiries show that substantial huts can be erected for the figure suggested above, and if but twenty residents come forward and register their names as prospective lessees, an opportunity occurs for an experiment which will not commit the Government to reckless expense, but will provide the most valuable data for future action in respect to one of Hongkong's vital problems.

FOREIGN WARSHIPS SHELL FORTS.

PROTEST IS LODGED WITH U. S. CONSUL.

Three civilians and one soldier were killed when foreign warships in the Lower Yangtze opened up with machine-guns and small bore cannon in reply to Chinese snipers stationed on the river banks who fired on merchant vessels passing the vicinity, according to the Chinese press. In consequence, the Nanking Ministry for Foreign Affairs has addressed a telegram to the local commissioner for Foreign Affairs, Mr. Quo Tai-chang, as follows:

British warships the other day fired at the forts at Wu Loong San, Mo Fu San and Su Tse San. British warships have frequently done this in utter disregard of the friendly relations existing between our country and Great Britain. You are hereby instructed to protest strongly with the British Consul-General in Shanghai and to inform this Ministry of the result of your protest."

The Ministry has also wired to the local Commissioner for Foreign Affairs instructing him to lodge a strong protest with the American Consul-General at Shanghai against the shelling by American warships on the Yangtze of the Tseu Ka San forts, which shelling is alleged to have been responsible for the above casualties.

During the August holiday week, British railway companies carried more than 40,000,000 passengers by train without one being killed or injured.

able encroachment on the English Sunday."

The meeting which was cancelled had been advertised by the director of Electric Hare Greyhound Racing (Limited).

Not only was this form of sport on Sundays opposed by the local churches, leading residents in the borough, and religious organisations outside it, but objections were raised by many bookmakers.

The decision to abandon the race was reached by the directors on Saturday, when the matter was discussed for three hours.

According to the Chief Constable of Southend, the directors bowed to public opinion, "and wisely so," he added.

LANE, CRAWFORD LTD.

beg to announce that they have opened an

OFFICE SUNDRIES DEPARTMENT

ON THEIR GROUND FLOOR, AND A LARGE AND

COMPREHENSIVE STOCK NOW INCLUDES THE

FOLLOWING:—

STAMPING PADS.

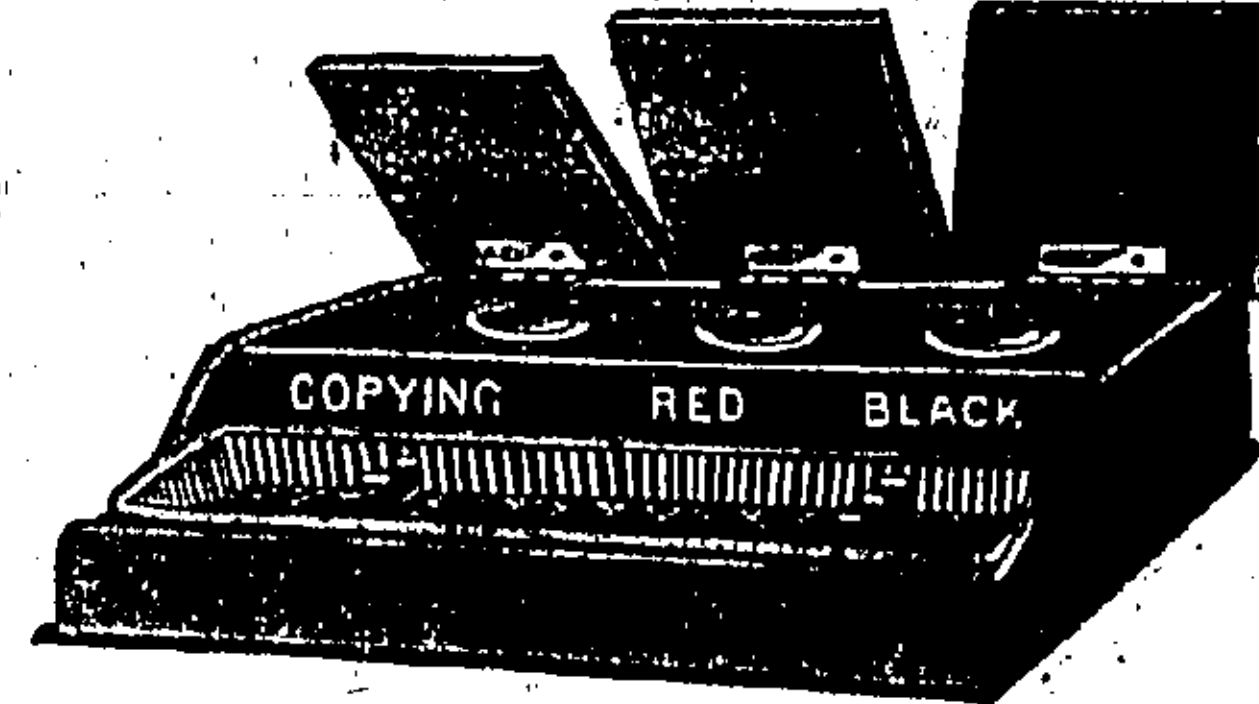
PERFORATORS.

PAPER CLIPS.

BOX FILES.

LETTER TRAYS, DATING STAMPS

and



INK WELLS

BILL FILES, RULERS, PENCIL SHARPENERS, WRITING PADS, etc.

PICKPOCKET CAUGHT.

A SMART SENTENCE.

A Chinese was charged before Major C. Willson at the Central Magistracy, this morning, with the larceny of \$10 from Mr. C. Braun, of Messrs. Sheehan Tones, and Co. The prosecuting police officer stated that Mr. Braun was walking down Jubilee Street on Thursday evening, when the defendant approached him from behind and stole a \$10 note from his pocket. Mr. Braun turned round and caught hold of the defendant by the hand, subsequently turning him over to an Indian constable. Defendant was sentenced to three months' hard labour.

There was a second charge against the same man, of disobeying an order of banishment. Sub-Inspector Vincent applied for the man's committal for trial at the October Criminal Sessions. On this second charge, defendant was remanded for a week.

LOCAL WEDDING.

CANNEL-MACOUN.

The wedding took place at St. John's Cathedral yesterday afternoon of the Rev. W. R. Cannell, B.D., of the Anglican Mission, Kweilin, Kwangsi, at present temporary assistant chaplain of St. John's Cathedral, Hongkong, and Miss Muriel Constance Macoun, of the C. E. Z. M. S., Kweilin. The Rev. H. G. Ogilvie Moyle, M.A., officiated.

The bride, who was given away by Miss E. Couche, was attended by Miss S. Law and Miss B. Tobin as bridesmaids, while the Rev. G. T. Waldegrave, M.A., was best man. After the ceremony, a reception was held in the Cathedral Hall, prior to the departure of the Rev. and Mrs. Cannell for Japan, where the honeymoon is being spent.

Eleven miners were fined a guinea each at Coalville, Leicestershire, for having matches, pipes and cigarettes on them in the mine. One man had a pipe in his stocking and another had matches sewn in the lining of his coat.

HONGKONG TIDE TABLE

From 12th to 18th September 1927.

HIGH WATER.		LOW WATER.	
Time.	Height.	Time.	Height.
Mon. 12	12.15	6.15	1.15
Tue. 13	12.15	6.15	1.15
Wed. 14	12.15	6.15	1.15
Thurs. 15	12.15	6.15	1.15
Frid. 16	12.15	6.15	1.15
Satur. 17	12.15	6.15	1.15
Sun. 18	12.15	6.15	1.15

IF EVE HAD NOT EATEN THE APPLE

in the Garden of Eden, we are told, the world would not have got into the muddle it is in to-day. If people generally were more careful in the matter of diet there would be no cause for much of the present day suffering from digestive troubles.

Have you eaten unwisely? Or is your liver or intestinal tract out of order from any other cause? If so, Pinkettes are the simplest and speediest corrective. These dainty little laxatives gently, but surely, dispel constipation, stimulate the liver, banish bilious attacks and sick headaches, restore cheerfulness and a general sense of well-being.

Your chemist can supply Pinkettes, or post free, 60 cents the vital, from The Dr. Williams' Medicine Co., 60, Kiangsee Road, Shanghai.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:

50, Boulevard Haussmann, Paris.

Capital (fully paid up) Frs. 25,000,000.

Reserve Fund Frs. 25,000,000.

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Reserve Fund Frs. 25,000,000.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000.

Reserve Fund \$20,000,000.

Reserve Fund \$20,000,000.

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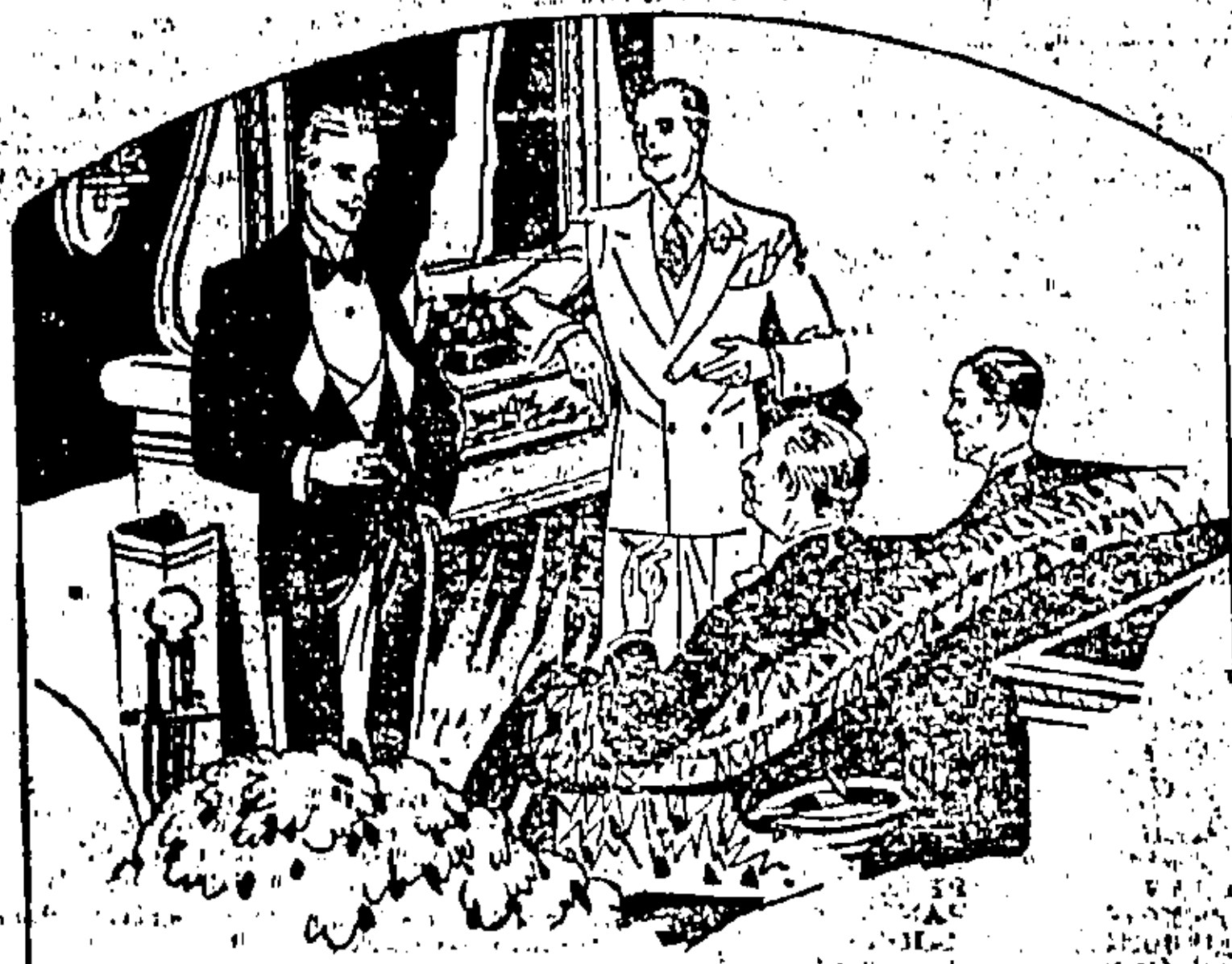
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TSINGTAU Swatow & S'hai	Kwongsang	Mon. 12th Sept	10 a.m.
SHANGHAI	Yuangang	Mon. 12th Sept	5 p.m.
CANTON	Huangang	Tues. 13th Sept	6 a.m.
CANTON	Yahsing	Wed. 14th Sept	6 a.m.
OSAKA Amoy, Moji & Kobe	Laisang	Wed. 14th Sept	7 a.m.
TSINGTAU Swatow & S'hai	Kwongsang	Wed. 14th Sept	10 a.m.
STRAITS & Calcutta	Namsang	Wed. 14th Sept	3 p.m.
TSINGTAU Swatow & S'hai	Huangang	Sun. 18th Sept	10 a.m.
TIENTSIN	Cheongshing	Tues. 20th Sept	5 p.m.
TSINGTAU Swatow & S'hai	Yahsing	Wed. 21st Sept	10 a.m.
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SHANGHAI FOOTBALL.

ASSOCIATION'S REPORT FOR LAST YEAR.

The report of the Shanghai Football Association, extracts from which are published below, reveals the effect which the Chinese War has had on sports in the Northern port. The arrival of the troops necessitated hasty arrangements in regard to grounds and fixtures and a further handicap was met with in the way of bad weather.

The report touches on the attitude of Chinese players, and refers to a very unpleasant incident on December 27th last.

The Association's season for 1926-7 was generally considered to have been one of the most successful in its history. In the most interesting part of the season, the chief reason for this was the weather, which obtained during week-ends with almost consistent regularity during the latter half of the season.

There was no diminution in the popularity of the game, from the viewpoint of both players and spectators, and interest in soccer was maintained fully right till the last game of the season.

The arrival of the first contingent of British troops, in the middle of February, and the continued arrival of others, till the end of the season, created a situation which was unprecedented and which the Association did its best to meet with a view to providing the troops with as much soccer as possible.

It appears to be an opinion widely held that there was no improvement in the local standard of play during the season, and in the senior competitions there probably was less disparity among the teams competing than in former years.

The Defence Force.

On February 16, the first complete unit of the Shanghai Defence Force arrived from India, and from then till the end of the season other units continued to reach Shanghai. All were keen to play association football immediately on arrival, and while it was not possible to provide all the playing facilities needed, the Association did everything in its power to meet the needs of the troops in this matter, which it is believed, a certain degree of success.

Some of the units arrived without sports gear of any description, due to their hasty departure for Shanghai. The Association took immediate steps to remedy this state of affairs so far as soccer was concerned, by a general appeal for second-hand gear, by the utilisation of a limited extent of the Association's funds, by the medium of cash gifts from supporters of the game, and by opening a special fund for the purchase of gear. As a result, between the end of the season and the arrival of the first troops, the Shanghai Football Association distributed, directly and indirectly, approximately 400 more or less complete sets of football gear and about 75 footballs.

Chinese Spectators.

In regard to Chinese spectators, the position has not been satisfactory, and it can truthfully be said that had the Chinese spectators behaved as well on all occasions as the Chinese players' experiment of having Chinese teams in competitions of the Association would have been an unqualified success.

There were several minor incidents of demonstration on the part of Chinese spectators at the Pioneer field, but none to cause serious concern with the exception of a most regrettable episode after the Charity match between foreign and Chinese teams on the Pioneer field on December 27; and while normally it were better to bury such matters in the limbo of the past, it is the opinion of the officers of the Association that the affair of December 27 was of a grave nature as to call for special comment in this Report, especially in regard to its bearing on the question of the future co-operation and partnership of Chinese and foreign Clubs in the realm of football. During the latter stages of the game in question, a section of the crowd was displeased with a decision or some decisions of the referee.

After the match, in the course of the proceedings connected with the presentation of the Cup, much was thrown at some foreigners in the pavilion while the referee was besieged in the dressing room by a crowd of not less than 200 strong. He eventually got away unobserved through a side door, and it is possible that, had he not done so, he would have suffered at the hands of some of the mob.

This incident has been referred to somewhat at length, to emphasize to our Chinese friends that in the opinion of the officers of this Association, however well and admirably players may play the game on the field and off, the admittance of Chinese teams and Clubs to the competition of the Shanghai Football Association can never be wholly successful till it is reasonably certain that not only the players themselves, but the spectators also, will accept any and every decision of the referee, whether they agree with it or not, in the right spirit, and not, as in the case under reference, a manner which can only give rise to the gravest misgivings.

Playing Grounds.

The first British troops arrived here in February, and immediately the shortage of playing grounds, which already had given rise to a great deal of anxiety on the part of the Association, became more pronounced. The weather, which since the beginning of the year had been unkindly bad during week-ends, got worse and worse, and not only was it impossible to provide the troops and Navy with sufficient playing space, but it also was impossible for the Association's regular schedule of matches to be decided. At the end of March, when the local season usually terminates, only one of the Association's competitions had been brought to a conclusion, and in addition it had not been practicable to make any appreciable progress with three special cup competitions which had been instituted for the Services. However, thanks mainly to the courtesy of the members of the Recreation Ground Committee as regards the interior surface of the race track, and to the Parks Committee and Mr. D. MacGregor as regards Hongkong Park, special dispensations were obtained to extend the football season, and eventually all competitions with the exception of the Second Division of the League were brought to a more or less satisfactory conclusion.

Obituary.

By the death of Mr. W. S. Campbell, on August 13, the Shanghai Football Association, suffered a heavy blow. Mr. Campbell, who at the time of his death was the oldest member of the Association, had a connection with soccer in Shanghai extending over the lengthy period of 38 years. He was one of the original founders of the Association, and had been a Vice-President of the Association longer than anyone could remember on the records of the Association can show. At the last annual general meeting, it was decided to abolish the Shanghai Referees' Association, which, although a body subsidiary to the Shanghai Football Association, had never worked with the officials of the Association in a manner wholly tending to peace and harmony, and to appoint in its stead a committee consisting of a number of local referees, with an honorary secretary who should work directly with the Honorary Secretary of the Association. The Referees' Committee was given an entirely free hand to choose referees for all matches and, so far as the Association was concerned, the scheme worked admirably.

Interport Football.

The usual annual Interport match against Hongkong was again played, the Shanghai team losing two matches and drawing one while in the Crown Colony. The Shanghai players left on January 23 and returned on February 10. The Interport game was played on February 2 and resulted in a win for Hongkong by four goals to none. On February 4 the United Services were played, and again Shanghai suffered defeat, the final score being seven goals to four in favour of the United Services.

On February 6 there was the last game of the tour, against South China, this match resulting in a draw of three goals each. In the actual interport game, there is no doubt that Shanghai were beaten by a better team, but in regard to the other two games, it must be stated that owing to so many of our players having been injured in the Interport match, due chiefly to the extremely hard ground, the teams that played against the Services and South China were unable to give of their best, and members of the team are of opinion that had they not been handicapped by injury, the result of both matches would probably have been much different.

On return to Shanghai, all of the Shanghai players were loud in their praises of the manner in which they had been treated while in Hongkong. Nothing was left undone that could cater to their comfort and entertainment, and the disappointment that might have been felt by the players at their non-success in the Interport game was more than tempered by the manner in which they were treated by all and sundry in Hongkong.

The Shanghai players were under the able captaincy of Mr. S. V. Gash, with Mr. A. H. Leslie as secretary and manager, and to both these gentlemen thanks are due for the manner in which they carried out their respective duties, resulting, as it did, in the most complete harmony among the players from the beginning of the tour till its end.

English Football Association.

The question of affiliation with the English Football Association has come up for discussion many times in recent years, but always has been shelved as being unnecessary. The arrival of the British troops at the latter end of last season, however, created an anomalous situation in that British Army players being affiliated through the Army Football Association, were technically at any rate debarred from playing among or against civilian teams of the Shanghai Football Association. An emergency meeting of the officers of the Association was called on June 7, and it was decided that if football were to be played with units of the Defence Force in the season 1927-8, it would be necessary for this Association to be affiliated to the English Association. On June 9, therefore, the President of the Association despatched a letter to the English Association applying for the Shanghai Football Association to be affiliated. No reply has yet been received officially, though a Reuter telegram which has appeared in the press states that the application has been approved.

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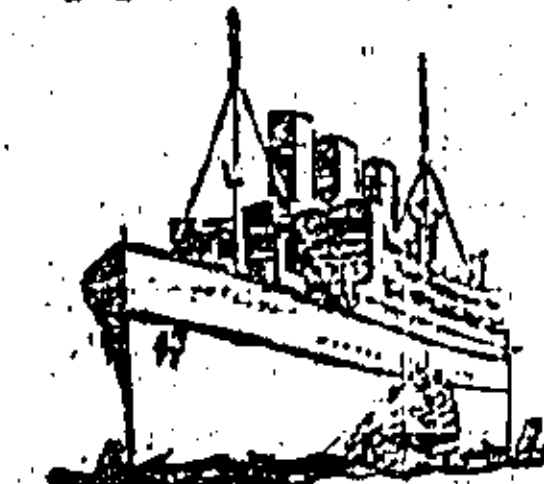
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ALIPORE	5,273	6th Oct.	Straits, Colombo & Bombay
NYANZA	7,023	12th Oct.	Straits, Colombo & Bombay
MALWA	10,986	15th Oct.	Marseilles & London
NAGPORE	5,283	20th Oct.	Straits, Colombo & L'don
KASHMIR	8,985	29th Oct.	M'los, L'don, A'werp & Hull
MACEDONIA	11,120	12th Nov.	Marseilles & London
MONGOLIA	16,504	26th Nov.	Marseilles & London

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NYANZA	7,023	22nd Sept.	Shanghai, Moji & Kobe
LAHORE	5,252	27th Sept.	S'hai, Moji, Kobe & Yokohama
KASHMIR	8,985	30th Sept.	S'hai, Moji, Kobe & Yokohama
ARAFURA	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama
MACEDONIA	11,120	15th Oct.	S'hai, Moji, Kobe & Yokohama
MONGOLIA	16,504	29th Oct.	S'hai, Moji, Kobe & Yokohama
TANDA	6,956	8th Nov.	Moji, Kobe, Osaka & Yokohama
MAINTUA	10,946	12th Nov.	S'hai, Moji, Kobe & Yokohama
KASHGAR	9,005	26th Nov.	S'hai, Moji, Kobe & Yokohama
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\$40,000 CLAIM.**APPEAL AGAINST A COURT ORDER.**

In the Full Court of Appeal on Wednesday, the acting Chief Justice, Mr. J. R. Wood and the acting Puisne Judge, Mr. P. J. Jackson, delivered their reserved judgment in the case of Kwik Hing Eng, trading as Kian Tjiang Han, versus Tsang Fook.

The appeal was against an interlocutory order made in the course of the action and turned on a question of jurisdiction.

The writ in the action was issued on May 18 this year. The plaintiff claimed, making immaterial corrections, "for \$40,000, for money obtained by the defendant, Tsang Fook, by fraud from the plaintiff." It was alleged in affidavits that the frauds had been committed by Lu Po-lun, to whom the plaintiff entrusted the cheques.

A warrant was issued for the arrest of Lu Po-lun in criminal proceedings, the judgment stated but he had not been found. He lived at an address which was known to be the residence of the defendant himself, and it seemed almost certain that the name Lu Po-lun was an alias used by the defendant.

The original case was heard in Chambers, and only the judgment on the appeal against the order was delivered in open court.

Mr. F. C. Jenkin, instructed by Mr. F. G. Vaux of Messrs. Wilkinson and Grist, was for the appellant, Tsang Fook, while Mr. H. G. Sheldon, instructed by Mr. E. Davidson, of Messrs. Hastings, Denny and Bowley, was for the respondent.

In delivering judgment, the Chief Justice held that the court had the jurisdiction to make the order, which was appealed from, and decided that the order was rightly made. He referred to the great assistance he had received from the able arguments of counsel on both sides.

The Puisne judge concurred.

The appeal was dismissed with costs.

ORGAN RECITAL.

MAJOR E. J. BARKHAM AT ST. JOHN'S CATHEDRAL.

There was a fair attendance at St. John's Cathedral yesterday evening, on the occasion of an organ recital by Major E. J. Barkham.

The organist proved himself to be fully capable of bringing out the best that his medium could give, and the programme, having been carefully selected, was such as to give the performer full scope.

The programme was given variety, in that Mrs. Balean was heard to advantage in the spaciousness of the Cathedral, with violin solos by Bach and Bruch.

The various items were as follows:

Sonata Mendelssohn

(Choral and Variations on "Our Father")

Violin Solos, Air on G, String

Romances Max Bruch.

by Mrs. H. Balean.

Hymn 601 "The God of Abraham"

Prelude & Fugue in C Minor, Bach.

Rudgesang Schumann.

Selected Schumann.

Vision.

Prauerel.

Postlude Silas

A collection was taken for the Organ Fund and it is understood that the result was entirely satisfactory.

GARAGE EXPLOSION.**AN APPRENTICE BURNED TO DEATH.**

The death of an apprentice motor-mechanic in a fire which occurred in the Wing Hing Garage at Tai Wo Street, Wanchai, on the 27th of last month, was the subject of a Coroner's enquiry, held by Major C. Willson with the aid of a jury, at the Central Magistracy yesterday afternoon.

Mr. Harry Kong, a motor mechanic, stated that before the outbreak he sent a friend and a small boy to fetch a refill of petrol for a Citroen car which he was testing, from the garage. It was proposed to draw off the petrol from an old car stored at this garage, but when he himself drove up to the shop, he found it afire.

Ho Tat-po, the proprietor of the Wing Hing Garage, said he warned them to be careful when the petrol was being drawn off the car's tank with a piece of rubber tubing. When he returned, he found that a fire had occurred at the shop, and an apprentice, Pang Yuet, had been burnt to death.

Other witnesses said that an explosion and fire occurred when the petrol by some means became ignited as it was being drawn out of the tank. They did not see what became of the apprentice who was inside the garage, but found his charred remains in a cockloft over the garage.

Smoking a Cigarette.

Replying to the Court, one of the garage men said that the man who went in to obtain the refill of petrol, was smoking a cigarette. Efforts were made to extinguish the fire with one of the patent fire-extinguishers on the market, but he had obtained too strong a hold, and a call had to be sent through to the Fire Brigade.

Mr. W. Smith, a sub-officer of the Fire Brigade, said that the place was well alight when he arrived with the appliances. He eventually got the fire under control, and going into the garage, discovered the body of the deceased in the cockloft. Although the cockloft itself was not burnt, the body was badly burnt.

Replying to questions by the jury, witness said that he saw on a table near where the fire broke out, a large form, on which a number of batteries were placed in position to be charged from an accumulator charger. He suggested that a spark from this might have ignited the petrol fumes. Another theory was that of a lighted match, but a lighted cigarette would not have ignited the petrol unless on actual contact.

A Missing Witness.

Dr. Alexander Cannon said that the body was badly burnt, death being also due to shock and asphyxiation.

It was proposed to call another witness—the man who was seen to smoke a cigarette when he went into the shop to get the refill of petrol. A police officer said that this witness had, quite unexpectedly, gone to Canton in order to find work.

Remarking that it was strange that the man should have gone away while the enquiry was impending, his Worship adjourned the enquiry sine die, directing that the man be searched for and brought into Court.

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Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 14th September, will be subject to rent. All Claims must be presented to the undersigned on or before the 28th September, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, August 25, 1927.

BAND CONCERTS.**PROGRAMME FOR TO-NIGHT AND TO-MORROW.**

The Band of the 1st Battalion the Camerons will play from 8.30 to 11.30 to-night, by permission of Major H. C. Hyde Smith, D.S.O., and officers, at the Ede Memorial in Kowloon Tong. The programme is as follows:

1. March, "The New Colonist," Hall.

2. Cornet Solo, "Sylvestra," Blonn.

(Soloist:—Bdm. G. Phillips).

3. Selection from Opera, "Rigoletto," Verdi.

4. Idyll, "Evening Breeze," Langley.

5. Musical Travesty, "Dye, Ken Peel," Douglas.

Interval.

6. Overture, "Light Cavalry," Suppe.

7. Bell Gavotte, "Bells of St. Malo," Rhamer.

8. Selection, "Patience," Sullivan.

9. Highland Patrol, "The Wee Macgregor," Amers.

Interval.

10. Selection, "Rose Marie," Friml.

11. Three Dances from "Henry VIII," German.

12. Grand Fantasia, "Battle of Waterloo," Eckersburg.

The Cameronian Rant.

God Save The King.

The following is the programme for the concert to be given at the Kowloon Dock Bathing Beach at 8.30 to-morrow evening, by the Band of the 1st Battalion Northamptonshire Regiment, by permission of Lieut-Colonel S. H. J. Thunder, C.M.G., D.S.O., M.C., and officers:

1. March, "The Vanished Army," Alford.

2. Selection, "Lady be Good," Gershwin.

3. Cornet Solo, "I'll sing thee songs of Araby," Clay.

(Soloist, L/C. A. Green).

4. Selection, "Rose Marie," Friml.

Interval.

5. Suite, "Nell Gwyn," Ed. German.

6. Selection, "The Vagabond King," Friml.

7. Cornet Duet, "The Friendly Rivals," arr. Godfrey.

(Soloists, L/C. A. Green, Bds. F. Chapman).

8. Selection "Tip Toes," Gershwin.

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Aki Maru ... Wednesday, 19th Oct.

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Maybashi Maru ... Thursday, 22nd Sept.

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Lima Maru ... Friday, 21st Oct.

CALCUTTA via Singapore, Panang & Rangoon.

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HONGKONG WAR LOAN.

A DRAWING OF BONDS.

Notice is given in the Government Gazette that pursuant to the provisions of the War Loan Ordinance, 1916, a drawing of Bonds for redemption will take place on Monday, the 26th September, 1927, at 10 a.m. at the Colonial Treasury, when the following Bonds will be drawn:—

Series A of the nominal value of \$100 each to the total nominal value of \$25,500.

Series B of the nominal value of \$500 each to the total nominal value of \$113,500.

Series C of the nominal value of \$1,000 each to the total nominal value of \$405,000.

Series D of the nominal value of \$5,000 each to the total nominal value of \$855,000.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1075 b.
Chartered Bank, \$20 n.
Mercantile A. & B., \$32 n.
Mercantile C., \$13 n.
P. and O., \$24 b.
East Asia, \$68 n.

Marine Ins.

Canton Ins., \$590 s.
China Underwriters, \$150 n.
North China, \$143 n.
Union Ins., \$295 n.
Yangtze Ins., \$40 b.

Fire Ins.

China Fire, \$210 n.
H. K. Fire Ins., \$600 n.

Shipping.

Douglases, \$33 b.
H. K. Steamboats, \$21 s.
H. K. Tugs, \$1.10 b.
Indo-China, (Prof.) \$30 n.
Shell Trans., \$2/- n.
Star Ferries, \$54.60 b.
Waterboats, \$17 n.

Refineries.

China Sugars, \$15 n.
Malabons, \$31 s.

Mining.

Benguet, \$1.70 n.
Kailans, 49/- b.
Langkats, \$1.74 b.
Shai Exploration, \$1.35 b.
Shanghai Loans, \$1.61 b.
Rauba, \$4 b.
Tronoh, 19/3 n.
Ural Caspians, 5/- n.

Docks, etc.

Kowloon Wharves, \$114 b.
Whampoa Docks, \$35 n.
Hongkew, \$143 b.
New Engineering, \$14 b.
Shanghai Docks, \$92 b.

Lands, Hotels, etc.

H. and S. Hotels, \$4 n.
H. K. Lands, \$551 b.
Realty, \$6 n.
Territorials, \$14 b.
Humphreys, \$124 b.
Princes Bldgs, \$95 b.
Rural Lands, \$11 n.

Cottons.

Ewo Cottons, \$18.75 s.
Orientals, \$15.50 b.
Shai Cottons, \$147 b.

Buses, Trams.

China Buses, \$1.7 n.
Tramways, \$20 s.
Peak Trams, (old) \$14 s.
Singapore Trams, 12/6- n.
Taxis, \$1 n.

Miscellaneous.

Amusements, \$20 n.
Canton Loan, \$5 s.
Comments (Comb.), \$7 s.
China Lights, \$122 n.
China Prov., \$4 n.
Constructions, \$12 s.
Dairy Farms, \$15.20 b.
Der A. Wing, \$6 n.
H'kong Electric, \$53 s.
Macao Electric, \$37 b.
Ropes (Old) \$10 n.
Lane Crawfords, \$5 s.
Mackintosh, \$22 n.
Sinceres, \$1 n.
United Abestos, \$12 s.
Watsons, \$11 n.
Powers, \$5 s.
Telephone 3.70 s.

Rusting war relics belonging to Edinburgh, comprising guns presented to the city after the Boer War and the Great War, are to go. A labour motion was submitted to a Lord Provost's Sub-Committee by Chancellor Hardie, proposing the removal of all guns, tanks, and similar souvenirs which were presented to the city following the two wars. After discussion, the Sub-Committee agreed to recommend that the trophies should be disposed of immediately.

KUTWO OUTRAGE.

FIRED UPON FOR SEVEN MILES.

SEVERE DECK DAMAGE.

The Central China Post publishes the following graphic account of the journey made by the s.s. Kutwo, of Messrs. Jardine, Matheson and Company's fleet, which arrived at Hankow from Shanghai on August 30. The account, which comes from one of the passengers, indicates the lawlessness of the Southern troops in a striking way.

"At the very commencement of the journey there was a delay of some hours as the Chinese Nationalists had declared martial law at Woosung in order to prevent a repetition of the attack on the Woosung Forts by the Northern navy. The delay was not important in itself but it led to the Kutwo arriving at Chinkiang after the convoy for the day had left, so about twenty-four hours had to be spent there.

"During the night before the Kutwo reached Chinkiang she had been compelled to anchor for a time. It seems that martial law had been proclaimed at one point on the river, but instead of sending out a notice or letting a launch convey the order, the Southern military simply fired at the bridge of the steamer. The Captain had just stepped back under a sudden impulse when one of the shots crossed the bridge from end to end.

"Late in the afternoon H.M.S. Ladybird arrived at Chinkiang with the down-river steamers. It was at once obvious that she had been in action. Enquiries elicited the fact that the vessels under her care had been fired upon from both banks. She had replied with her six-inch guns as well as with her other equipment.

The Convoy.

"The six vessels that had assembled fell into line at six a.m. on Friday, expecting to leave under the care of the Ladybird. But the start was delayed till H.M.S. Witherington and Wolverine had arrived and under this powerful escort the journey to Nanjing was accomplished in quietness.

"In the course of the day three Chinese fishermen were seen floating down stream on a wrecked boat. The Imperialistic Witherington at once altered her course and intercepted the wreckage from which she hauled the fishermen. They came from a village on the river bank and later in the day the Witherington stopped in her course while British blue-jackets rowed the fishermen back to their home. Good old navy! Fired at one day and returning good for evil on the next.

Seven Exciting Miles.

"Leaving Chinkiang without escort the Kutwo soon left the other five vessels behind. All went well till she was seven miles below Wuhu a little before midnight. She was near the South bank which is pretty high at that point. Without the least warning, soldiers on his bank began to fire steadily at the saloon deck and the firing was continued with one brief lull for fifty minutes. Soldiers in boats joined in the attack.

The Captain took no time to dress but dashed to the bridge in his bare feet. The steamer put on full speed, expecting every minute to get out of the danger zone. But the troops were bent on murder and for seven miles the firing was taken up by squad after squad.

The passengers behaved splendidly. The conduct of the women and children was splendid, though the patter of the bullets on the plating and the crash as shots came within the defences was unnerving. In all about fifty-six bullets reached the roof or the sides of the saloon and cabins, as the height from which the shots were fired enabled a large number to pass above the plating.

Through Four Walls.

"Besides shots which buried themselves in the ice chest, and in the saloon door, and dented the life-boats, a particularly vicious bullet went through the wooden wall into the ladies' bathroom, out into the corridor, through both sides of the ventilating shaft and into the ceiling over the men's bathroom. That bullet missed a lady passenger by a foot.

"It is understood that the s.s. Slangwo will have an even more serious story to tell, as she relies on the steel walls of her cabins and not on plates fixed outside with the result the bullets fired from the high bank would smash the cabin windows and place the passengers in jeopardy.

PUBLIC OPINION AROUSED.

(Continued from Page 1.)

in the wastes of the Atlantic—passengers should be forbidden. Money offered by passengers tempts pilots to take unnecessary risks. I cannot believe any pilot really wants a passenger. Passengers are in the way, and take up room which could be used for fuel or wireless."

But more stringent tests were greatly needed in view of the stupendous task of flying the Atlantic. No machine should be allowed to start unless it had a reasonable chance of reaching the other side. We had now, he thought, reached the limit of human and mechanical endurance in the present stage of aerial developments. Pioneers of flying had conquered the air by their courage and magnificent engines. Science must now step in, and teach us how to use the air.

Lord Thomson in conclusion expressed the belief that the solution of the Atlantic problem would be reached with the airship rather than the aeroplane.—British Wire- less.

FOUR BRITISH SOLDIERS STABBED.

FIGHT IN SHANGHAI CAFE.

Four British soldiers and one Portuguese sailor were wounded in a cafe fight on North Szechuen Road, at Jukong Road, on Friday night. Later one of the British soldiers was reported to be in a dangerous condition. Knives and fists were used freely in the battle, the British soldiers sustaining stab wounds.

According to reports, several service men became involved in an argument over a dancing girl in Mascot Cafe. Hot words were passed and knives said to have been drawn by Portuguese sailors. Before the fight ended police of Chapei took a hand. The British soldiers were outnumbered but defended themselves as best they could from their assailants.

The Mascot Cafe is in the heart of a section of the city where numerous disturbances have taken place recently.

Why can a colt or a calf follow the herd 20 minutes after birth, while the human infant does not walk until ten or twelve months? Why does the new-born guinea-pig seem quite at home in the world while the rat is absolutely helpless at birth? These questions were discussed (says the Literary Digest) by Dr. Louis Casamajor in a recent New York address on "The Nervous System," summarised as follows in a Press bulletin issued by the American Association for Medical Progress: In mammals, the speaker said, the various pathways of the nervous system do not develop at the same time. Some of these tracts appear as fully developed long before the birth of the animal, while others may not develop until after birth. When the fibre tracts in the central nervous system are completely developed, each fibre is surrounded by a sheath of specialised fatty substance called myelin. Investigators have found that the guinea-pig, which seems able to take care of itself at birth, has its full complement of myelin when born, and that the rat, which has no reactions at birth, has no myelin in its central nervous system at birth. The development of fibre tracts of mammals is seldom complete at birth, and all fibre tracts do not myelinate at the same time.

"It is understood that as the result of this dastardly attack, which probably included other vessels, the convoy system will be extended and steamers will move in daylight and anchor at night under escort.

"The passengers are all deeply sensible of the heroic efforts for their safety made by the Captain and his staff and rejoice that this murderous onslaught has not resulted in any injury to them.

Slangwo Badly Damaged.

Evidently whetted by the dastardly way they fired on the Kutwo, the Southern forces stationed below Wuhu concentrated still further energy on an attack on s.s. Slangwo which was following and for an hour and a half the steamer was made the target of massed riflemen on both banks of the river. Last night when she came into port she bore ample evidence of the determined effort of the soldiery to obtain casualties, for there was hardly a window whole while such things as ventilators and funnel casing, which are made of thinner metal, were amply perforated. The deck houses on the Slangwo are of steel construction, but this left the decks open. It was therefore most fortunate that no casualties resulted, for no less than 67 hits were counted on the bridge and promenade decks.

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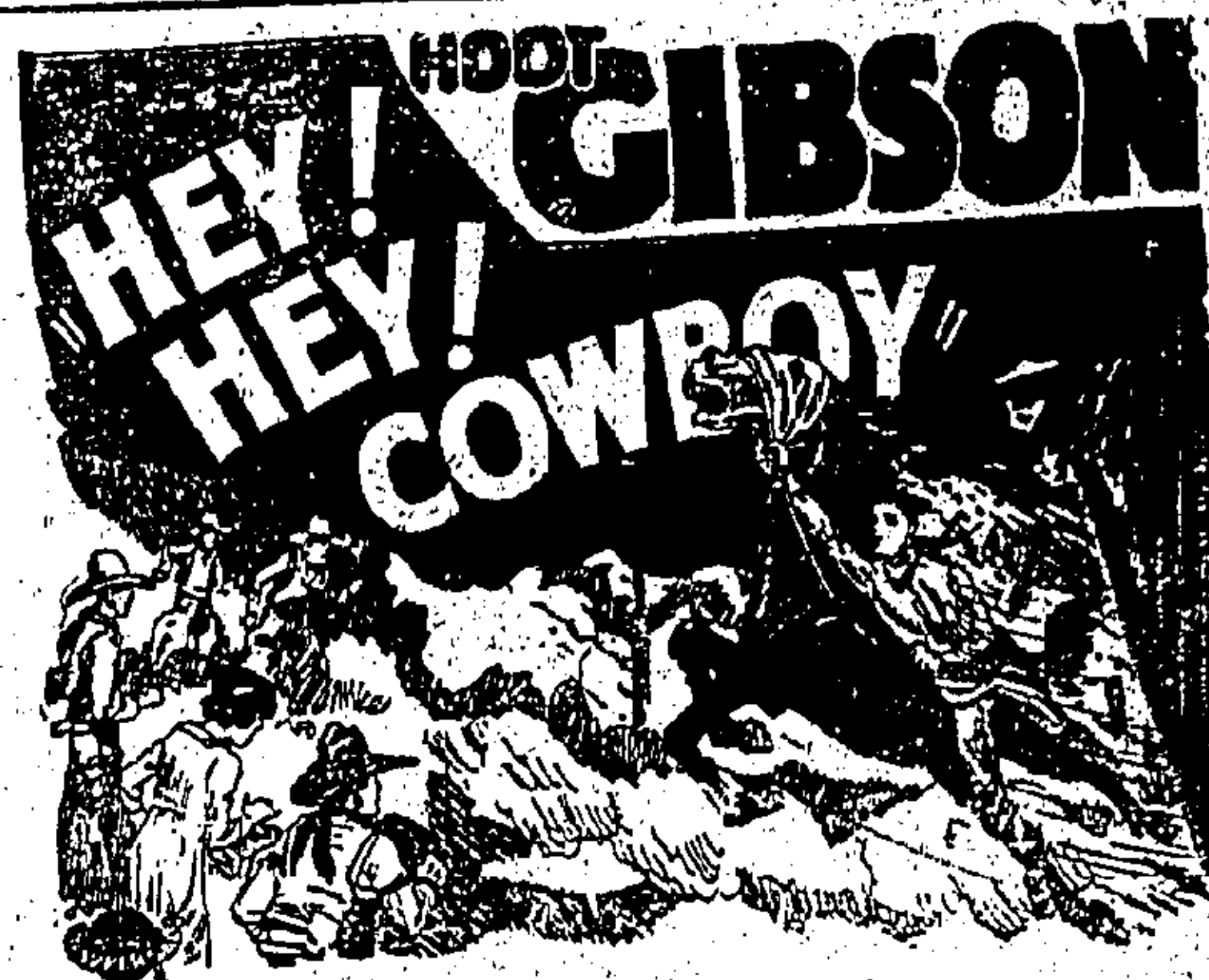
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